

2004 0691
IGSL

CITY OF VISALIA

CIRCULATION ELEMENT UPDATE

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

NOV 01 2004

UNIVERSITY OF CALIFORNIA

Prepared by:

City of Visalia
315 East Acequia, Visalia CA 93291

April 2001



Digitized by the Internet Archive
in 2026 with funding from
State of California and California State Library

<https://archive.org/details/C101746653>

CIRCULATION ELEMENT UPDATE

Prepared by:

**City of Visalia
315 East Acequia, Visalia CA 93291**

April 2001

RESOLUTION NO. 2001-19

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF VISALIA,
CERTIFYING THE ENVIRONMENTAL IMPACT REPORT FOR GENERAL PLAN
AMENDMENT 2000-22, RELATING TO THE VISALIA CIRCULATION ELEMENT UPDATE;
STATE CLEARINGHOUSE NO. 1995032056

WHEREAS, the City Council of the City of Visalia has reviewed and considered the Final Environmental Impact Report prepared on the Visalia Circulation Element Update (the "Project"); City of Visalia; and

WHEREAS, the Final Environmental Impact Report was released on January 04, 2001, for circulation; and,

WHEREAS, the Planning Commission of the City of Visalia, after twenty-one (21) days published notice held a study session on February 12, 2001 and a public hearing on February 27, 2001; and

WHEREAS, the City Council of the City of Visalia, after a ten (10) days published notice, held a public hearing before said Council on April 2, 2001; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Visalia as follows:

1. That a full and fair public hearing has been held on the Environmental Impact Report and the City Council having considered all comments received thereon, said Environmental Impact Report is hereby determined to be adequate; and said Environmental Impact report is hereby incorporated herein by reference.
2. The City Council hereby determines that the Final Environmental Impact Report has been prepared in compliance with the California Environmental Quality Act (CEQA), and the state and local environmental guidelines and regulations, and that it has been reviewed and considered the information contained therein in connection with the recommended adoption of the proposed Circulation Element Update.
3. The City Council hereby finds with respect to the adverse environmental impacts detailed in the Environmental Impact Report that a Statement of Overriding Considerations be adopted, for the reasons set forth as follows, the economic, social and other consideration of the project outweigh the unavoidable agricultural, biological, land use/planning, noise, and transportation/circulation impacts identified in the EIR.

STATEMENT OF OVERRIDING CONSIDERATIONS

Agricultural Resources

Adoption of the Circulation Element update and most of its future transportation/circulation improvement projects would have less than significant impacts on agriculture resources. However, some projects could result in significant unavoidable impacts. The LUE EIR adequately analyses the agricultural resource impacts that would result from potential agricultural land conversion and Circulation Element update improvement projects. No further environmental review is necessary.

- a) Because there is no alternative other than "No Build", "No Project (1989 Circulation Element)" or the "1991 Land Use Element" to converting some prime farmland for expansion of the circulation system, the need for such conversion is an overriding consideration.

- b) The General Plan Circulation Element balances the need to preserve valuable agricultural and biological resources with the City's need to provide a viable transportation system to accommodate anticipated population and employment growth and the related increased need for employment opportunities and municipal revenue. This planning balance is an overriding consideration.

Biological

The LUE EIR identified significant unavoidable impacts associated with biological resources related to buildout of the LUE. These impacts included conversion of open space lands to urban uses that would preclude future use of open space for habitat enhancement. In addition, encroachment of urban development on nearby riparian areas and other remnant natural areas would disturb remaining wildlife, cut-off wildlife corridors and ultimately result in the reduction of wildlife species numbers and diversity.

- c) Because there is no alternative other than "No Build", "No Project (1989 Circulation Element)" or the "1991 Land Use Element" to converting some biological resources for expansion of the circulation system, the need for such conversion is an overriding consideration.
- d) The General Plan Circulation Element balances the need to preserve valuable agricultural and biological resources with the City's need to provide a viable transportation system to accommodate anticipated population and employment growth and the related increased need for employment opportunities and municipal revenue. This planning balance is an overriding consideration.

Land Use/Planning

From a "regional" perspective, CE update adoption is not expected to have a significant impact on land use. However, individual projects may have the potential to result in significant land use impacts during development of major corridor studies or environmental assessments that evaluate alternative alignments. While implementation of the mitigation measures identified above may reduce resulting impacts, a potential for significant effects may remain when evaluating individual projects.

- e) Regional benefits associated with implementation of the Circulation Element (reduced vehicular emissions, reduced congestion, reduced travel time, reduced vehicle miles traveled and improved mobility), will result from the implementation of planned improvement projects, which outweigh the potentially unavoidable localized impacts to land use development that may result from the projects.

Noise

The LUE EIR indicates that LUE implementation would result in significant unavoidable impacts related to increased ambient noise levels, increased noise adjacent to arterial streets, and increased noise in the vicinity of commercial and industrial sites. LUE EIR and Noise Element mitigation measures will help to reduce but not completely avoid these impacts.

- f) Implementation of the Circulation Element will result in increased unavoidable noise levels as a result of expansion of the planned transportation system beyond the systems identified in the 1991 Land Use Element, the 1989 Circulation Element and in the No Build Alternative, but the specific need to provide necessary, feasible and sustainable transportation system improvements within the City and region that support planned growth and development, is an overriding consideration.

Transportation/Circulation

Specific transportation/circulation improvement projects referenced in the mitigation measures above and identified in the CE will result in an improved short- and long-term transportation system to accommodate short- and long-term growth and development identified in the LUE. As such, the improvements are intended to address travel demands resulting from projected population and employment growth to 2020.

Considering LOS results following construction of planned transportation/circulation improvements, the CE will improve both local (Visalia) and regional mobility. The CE will provide improvement projects including all forms of transportation (vehicular, public transit, passenger and freight rail, bicycle and pedestrian movement); TSM (intersection and other traffic flow enhancements); and TDM (programs that support trip reduction such as ridesharing, telecommunications, and others).

While improved mobility will result from CE implementation, some significant unavoidable impacts, considering the City's minimum LOS policy of "D" and "E" (when not feasible to achieve LOS "D"), may occur. Unanticipated LOS deficiencies may result at some street and highway segments and associated intersections because of the inability to widen such facilities. Further, the mitigation measures identified above, reflective of improvement projects in the CE, may result in significant secondary impacts to biological and visual resources and displacement of residential and other land uses.

- g) The need for periodic amendments to the General Plan Circulation Element, which provides for the identification of transportation modes to address population and employment growth is required by State Law and sound local planning practice, and is an overriding consideration.
- h) The specific need to provide necessary, feasible and sustainable transportation system improvements within the City is an overriding consideration.
- i) The need to provide choice in the availability of transportation modes for City residents as a means to avoid significant delay and congestion, which may indirectly harm businesses and residents that depend upon a viable transportation system, is an overriding consideration.
- j) Regional and localized benefits associated with implementation of the Circulation Element (reduced vehicular emissions, reduced congestion, reduced travel time, reduced vehicle miles traveled and improved mobility), that will result from the implementation of planned improvement projects, outweigh the potentially unavoidable impacts associated with individual or localized improvement projects and other projects identified in the project alternatives including the 1991 Land Use Element, the 1989 Circulation Element (No Project) and the No Build alternatives. These other alternatives will result in a greater number of Level of Service (LOS) deficiencies and infeasible transportation projects that will not result in further benefits beyond implementation of the Circulation Element Update.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council of the City of Visalia certifies the Final Environmental Impact Report (EIR) for General Plan Circulation Element Update based on the following specific findings and based on the evidence presented:

1. That the EIR was prepared for the General Plan Amendment and it is consistent with CEQA.
2. That mitigation measures are outlined in the EIR to mitigate potential significant impacts.
3. The Environmental Issues are adequately defined and potential significant unavoidable impacts are defined.

4. That the Statement of Overriding Considerations is hereby adopted outlining the significant economic, social and other considerations of the project outweigh the unavoidable impact to agricultural, biological, land use/planning, noise, and transportation/circulation as identified in the EIR.
5. The EIR studied alternatives and the proposed Circulation Element Update is the environmentally superior alternative.
6. That a Draft Environmental Impact Report has been prepared and was released on October 9, 2000 for circulation.
7. That the Mitigation Monitoring Plan is hereby adopted.

BE IT FURTHER RESOLVED that the City Council of the City of Visalia determines that the Final Environmental Impact Report is adequate and complete

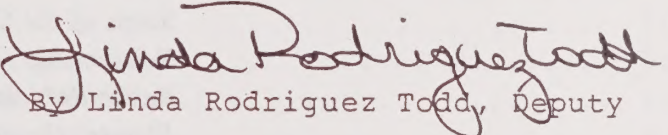
PASSED AND ADOPTED: April 2, 2001 STEVEN M. SALOMON, CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF TULARE) ss.
CITY OF VISALIA)

I, Steven M. Salomon, City Clerk of the City of Visalia, certify the foregoing is the full and true Resolution No. 2001-19 passed and adopted by the Council of the City of Visalia at a regular meeting held on April 2, 2001.

DATED: April 14, 2001

STEVEN M. SALOMON, CITY CLERK


By Linda Rodriguez Todd, Deputy

Contents

<i>Executive Summary</i>	<i>I</i>
<i>I. Introduction</i>	<i>I-1</i>
<i>Background</i>	<i>I-2</i>
<i>Project Location and Description</i>	<i>I-2</i>
<i>Process</i>	<i>I-2</i>
<i>Authority and Purpose</i>	<i>I-5</i>
<i>Scope of the Circulation Element</i>	<i>I-5</i>
<i>Relationship to Other General Plan Elements</i>	<i>I-5</i>
<i>Public Participation in the Element Update Process</i>	<i>I-6</i>
<i>Element Organization</i>	<i>I-6</i>
<i>Environmental Compliance</i>	<i>I-7</i>
<i>II. Existing Conditions</i>	<i>II-1</i>
<i>The Transportation System in Visalia</i>	<i>II-2</i>
<i>Hierarchy of Roadways</i>	<i>II-2</i>
<i>Levels of Service</i>	<i>II-5</i>
<i>Existing Street and Highway System</i>	<i>II-5</i>
<i>Arterials</i>	<i>II-5</i>
<i>Collectors</i>	<i>II-9</i>
<i>Evaluation of Existing Street Segment Operations</i>	<i>II-13</i>
<i>Intersections</i>	<i>II-14</i>
<i>Evaluation of Existing Intersection Operations</i>	<i>II-15</i>
<i>Public Transit in Visalia</i>	<i>II-16</i>
<i>Bicycles</i>	<i>II-22</i>
<i>Air Services</i>	<i>II-22</i>
<i>Railroads</i>	<i>II-24</i>
<i>Parking</i>	<i>II-24</i>

<i>Trucks and Goods Movement</i>	II-25
<i>Pedestrians</i>	II-26
III. GOALS, OBJECTIVES, AND POLICIES	III-1
<i>Goal 1</i>	III-3
<i>Goal 2</i>	III-6
<i>Goal 3</i>	III-8
<i>Goal 4</i>	III-9
<i>Goal 5</i>	III-10
IV. FUTURE CONDITIONS	IV-1
<i>Introduction</i>	IV-2
<i>Traffic Modeling</i>	IV-2
<i>Development of Circulation System Alternatives</i>	IV-2
<i>Level of Service Analysis</i>	IV-3
<i>Circulation System Alternatives</i>	IV-3
V. TRANSPORTATION MASTER PLAN	V-1
<i>Street and Highway System</i>	V-2
<i>Public Transit</i>	V-2
<i>Bikeways</i>	V-2
<i>Air Services</i>	V-2
<i>Railroads</i>	V-18
<i>Parking</i>	V-18
<i>Trucks and Goods Movement</i>	V-18
<i>Pedestrians</i>	V-19
VI. IMPLEMENTATION PROGRAM	VI-1
<i>Introduction</i>	VI-2
<i>Funding</i>	VI-3
<i>Process</i>	VI-7
<i>Streets and Highway Overview</i>	VI-9
<i>Public Transit Overview</i>	VI-22
<i>Bikeway Overview</i>	VI-24
<i>Transportation Control Measures Overview</i>	VI-19
<i>Air Services Overview</i>	VI-26
<i>Railroads Overview</i>	VI-27
<i>Parking Overview</i>	VI-28
<i>Trucks and Goods Movement Overview</i>	VI-29
<i>Pedestrians Overview</i>	VI-30
Appendices	A-1

LIST OF FIGURES

	PAGE
I-1 Regional Location Map	I-3
I-2 Project Location Map	I-4
II-1 Hierarchy of Roadway Functions	II-4
IV-1 Level of Service for No-Build Alternative	IV-5
IV-2 Level of Service for 1989 Circulation Element Alternative	IV-6
IV-3 Level of Service for 1991 Land Use Element Circulation System Alternative	IV-9
IV-4 Level of Service for Project Alternative	IV-10
V-2 Typical Street Cross-sections	V-13
V-3 Visalia Bikeway Plan	V-14
V-4 Railroad Lines in Visalia	V-19

LIST OF TABLES

	PAGE
II-1 Deficient Intersection Operations and Recommended Improvements	II-14
II-2 Annual Passengers	II-16
II-3 Annual Transit Patronage in Visalia	II-18
II-4 1998/99 Bus Fleet Inventory	II-19
II-5 Comparison of Existing Transit Service	II-20
II-6 Existing Bikeways	II-22
V-1 Year 2020 Levels of Service - Project Alternative	V-3
V-2 Visalia Bikeway Study Phase I Implementation Summary	V-15
V-3 Visalia Bikeway Study Phase II Implementation Summary	V-16
VI-1 Circulation Element Project List	VI-10
VI-2 Current Revenue and Expenditure Projection	VI-17
VI-3 New Street Alignments from 1989 Circulation Element	VI-18
VI-4 New Street Designation from 1989 Circulation Element	VI-19
VI-5 New Street Designations for Visalia Parkway in 1991 Land Use Element	VI-20
VI-6 New Street Alignments from 1991 Land Use Element	VI-20
VI-7 New Street Designation from 1991 Land Use Element	VI-20
A-1 HCM-Based LOS Defaults	A-4

LIST OF APPENDICES

APPENDIX	PAGE
A Level of Service Methodology for Roadway Segments and Intersections	A-1
B Existing Levels of Service	
B-1A Regional Facilities Existing Street Segment Levels of Service	B-2
B-1B East/West Arterials Existing Street Segment Levels of Service	B-3
B-1C North/South Arterials Existing Street Segment Levels of Service	B-10
B-1D East/West Collectors Existing Street Segment Levels of Service	B-15
B-1E North/South Collectors Existing Street Segment Levels of Service	B-19
B-2 Existing Intersection Operations	B-23
C Future Intersections that may be Signalized	C-2
D Future Levels of Service	
D-1 2020 No Build Alternative	D-2
D-2 1989 Circulation Element Alternative	D-14
D-3 1991 Land Use Element Circulation System Alternative	D-25
D-4 Alternative Comparison	D-35
E Abbreviations Used in the Circulation Element	E-1

Executive Summary

EXECUTIVE SUMMARY

The Circulation Element of the General Plan is a major document that consists of six chapters. Because of its breadth and scope, the Element may be difficult to fully understand and appreciate without investing a significant amount of review time. To facilitate the review process, a synopsis of each of the chapters is provided below. This summary can be used as a road map to help guide the reader through the document.

CHAPTER I: INTRODUCTION

The current City of Visalia Circulation Element was prepared in 1987 and adopted in 1989. The City subsequently updated the Land Use Element of the General Plan in 1991. Because the future growth and planned circulation system envisioned in the updated Land Use Element was significantly different from that analyzed in the previous Land Use Element, upon which the 1989 Circulation Element was based, the City undertook the comprehensive update of the Circulation Element.

Pursuant to Government Code Section 65302(b), the Circulation Element identifies "...the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and facilities..." As such, it is intended that the Circulation Element be correlated to the Land Use Element, as well as the Noise, Housing, Public Safety, Seismic Safety, Conservation, and Open Space Elements. Finally, a Environmental Impact Report (EIR) was prepared concurrently with the Circulation Element Update to identify and address potential significant impacts of the Circulation Element on the environment.

CHAPTER II: EXISTING CONDITIONS

This chapter describes the City's location and relationship to other cities in the region. The hierarchy of streets (freeway, major arterial, arterial, collector, and local street) is defined, and each arterial and collector street is described. Figures and tables summarize existing street segment volumes and levels of service. Specific segments that currently operate at an unacceptable level of service (worse than LOS D) are identified, along with improvements that are expected to improve the level of service. Existing intersection operations are evaluated in a similar fashion. This chapter also identifies and discusses the existing public transit system, bikeway system, air services, parking, truck routes, and pedestrian circulation.

CHAPTER III: GOALS, OBJECTIVES, AND POLICIES

The purpose of the goals, objectives, and policies is to present a comprehensive set of policies that govern the interface between land use, transportation, and air quality and to guide development of future transportation facilities. Incorporated within this chapter are policies from various other documents, such as the 1989 Circulation Element, 1991 Land Use Element, 1990 Regional Transportation Plan, and Visalia City Coach Short Range Transit Plan. There are five goals, each

with a series of objectives, implementing policies, and standards. These categories are defined below:

- Goal - a vision of conditions related to public health, safety, or general welfare toward which the City directs planning and implementation.
- Objective - a specific condition which is an intermediate step in attaining a goal. Several objectives may relate to a goal.
- Implementing Policy - a specific policy statement that guides decision-making and suggests actions to be carried out in meeting objectives and attaining goals. Policies can be broad in scope or directed at specific sites or resources.

CHAPTER IV: FUTURE CONDITIONS

Development of the future circulation system was an iterative process, entailing the identification of alternative systems and the testing of these alternatives through the use of the Tulare County Traffic Model. This model simulated traffic flow patterns for different combinations of land use and circulation system variables, generating predicted traffic flows on each street segment studied. These traffic flows were then evaluated with respect to planned street improvements to determine projected level of service. The results from each iteration suggested modifications to be incorporated into the next iteration. Although 75-80 alternative model runs were conducted, attention focused on the following four major alternatives:

Year 2020 No-Build Alternative - This alternative assumed that no further circulation system improvements will be constructed. Not surprisingly, this alternative would result in severe congestion along numerous facilities.

1989 Circulation Element Alternative - This alternative assumed that circulation system improvements corresponding to the 1989 Circulation Element will be constructed. The combination of 1989 Element improvements and 2020 growth would lead to a number of major existing or planned streets experiencing severe levels of congestion.

1991 Land Use Element Circulation System Alternative - This alternative assumed that the circulation system defined in the 1991 Land Use Element would be implemented. Unacceptable levels of service were predicted along several major existing or planned streets.

Project Alternative - This alternative focused on reducing future traffic along deficient street segments by relocating retail and other types of employment from traffic analysis zones along both sides of Mooney Boulevard south of Caldwell Avenue to other community centers depicted in the Land Use Element. Adjustments were also made to reflect the effect of the voluntary San Joaquin Valley Unified Air Pollution Control District's Employer Based Trip Reduction Rule and signal synchronization along the Mooney Boulevard, Caldwell Avenue, and Plaza Drive corridors. The result is that this alternative is expected to provide for acceptable levels of service along all but a few street segments.

CHAPTER V: TRANSPORTATION MASTER PLAN

Based on the goals and policies contained in Chapter III and the analyses described in Chapter IV, a transportation master plan is presented in Chapter V. This plan identifies the general location, functional classification, and projected level of service of future streets, defines typical street cross-sections, and addresses public transit, bikeways, ridesharing, air services, railroads, parking, pedestrian circulation, and movement of trucks and goods.

CHAPTER VI: IMPLEMENTATION PROGRAM

This chapter identifies current funding sources and projections of future revenues and expenditures. Other potential funding sources are also discussed. Improvements anticipated to correct existing deficiencies are defined, a 25 year program to implement the circulation system is defined by the transportation master plan. Although this program will undoubtedly change over time, it represents a comprehensive plan to fund and construct identified improvements over a 25 year period.

The Transportation Impact fee is discussed in Chapter VI at its existing level of \$93.508 per trip and the proposed fee of \$104.344 per trip. The new fee level is to offset the projected \$4.2 million deficiency at the end of year 25. Although the fee rate increases, on average the cost to the development community will decrease because of a proposed change in policy that allows fee credits for a portion of the land needed for right-of-way on arterials and collectors.

The City of Visalia is a city of approximately 100,000 people, located in the Central Valley of California. The city is known for its agricultural production, particularly in the areas of almonds, pistachios, and grapes. The city is also known for its historic architecture, including the Visalia Courthouse and the Visalia Hotel. The city is a major center for commerce and industry in the Central Valley, and is home to a variety of businesses and organizations. The city is also known for its cultural and recreational activities, including the Visalia Art Museum and the Visalia Zoo.

Introduction

The City of Visalia is a city of approximately 100,000 people, located in the Central Valley of California. The city is known for its agricultural production, particularly in the areas of almonds, pistachios, and grapes. The city is also known for its historic architecture, including the Visalia Courthouse and the Visalia Hotel. The city is a major center for commerce and industry in the Central Valley, and is home to a variety of businesses and organizations. The city is also known for its cultural and recreational activities, including the Visalia Art Museum and the Visalia Zoo.

The City of Visalia is a city of approximately 100,000 people, located in the Central Valley of California. The city is known for its agricultural production, particularly in the areas of almonds, pistachios, and grapes. The city is also known for its historic architecture, including the Visalia Courthouse and the Visalia Hotel. The city is a major center for commerce and industry in the Central Valley, and is home to a variety of businesses and organizations. The city is also known for its cultural and recreational activities, including the Visalia Art Museum and the Visalia Zoo.

The City of Visalia is a city of approximately 100,000 people, located in the Central Valley of California. The city is known for its agricultural production, particularly in the areas of almonds, pistachios, and grapes. The city is also known for its historic architecture, including the Visalia Courthouse and the Visalia Hotel. The city is a major center for commerce and industry in the Central Valley, and is home to a variety of businesses and organizations. The city is also known for its cultural and recreational activities, including the Visalia Art Museum and the Visalia Zoo.

The City of Visalia is a city of approximately 100,000 people, located in the Central Valley of California. The city is known for its agricultural production, particularly in the areas of almonds, pistachios, and grapes. The city is also known for its historic architecture, including the Visalia Courthouse and the Visalia Hotel. The city is a major center for commerce and industry in the Central Valley, and is home to a variety of businesses and organizations. The city is also known for its cultural and recreational activities, including the Visalia Art Museum and the Visalia Zoo.

- 1. City of Visalia
- 2. City of Visalia
- 3. City of Visalia
- 4. City of Visalia
- 5. City of Visalia
- 6. City of Visalia
- 7. City of Visalia
- 8. City of Visalia

I. Introduction

describes land use assumptions and trip making associated with those land uses in the year 2020. The Goals, Objectives, and Policies chapter contains statements which establish the City's direction on circulation issues. The Future Conditions chapter assesses the impact of land use buildout and tests the relative ability of alternative circulation systems to provide acceptable service levels. The Transportation Master Plan chapter presents selected circulation system in more detail, as well as information regarding bikeways, parking, transit, etc. The Implementation Program chapter discusses implementation measures and summarizes various strategies and programs to accomplish the City's recommended goals and policies.

ENVIRONMENTAL COMPLIANCE

As mandated by state law, an Environmental Impact report (EIR) is being prepared pursuant to Section 15163 of the California Environmental Quality Act (CEQA). The intent of the EIR is to serve as CEQA compliance for the Circulation Element and will: 1) identify the significant effects of the updated Circulation Element on the environment and indicate the manner in which those significant effects can be mitigated or avoided; 2) identify unavoidable adverse impacts that cannot be mitigated; and 3) identify alternatives. In this regard, the EIR is an informational document, the purpose of which is to inform public agency decision-makers and the general public of the significant environmental effects (both beneficial and adverse) of the proposed Circulation Element.

In June 1989 the City of Visalia prepared a Circulation Element and Environmental Impact Report as part of the City's General Plan. Subsequently, the City updated the General Plan Land Use Element in July 1991, which resulted in the necessity to modify the Circulation Element (for consistency purposes). Updating of the Land Use Element has rendered the 1989 Circulation Element inconsistent, thereby requiring a comprehensive evaluation of circulation options to implement land uses in the City.

The current Circulation Element update is a response to the 1991 Land Use Element update and, as such, constitutes new information of substantial importance which was not known and could not have been known at the time the previous EIR was certified (CEQA Section 15162 (3)(a)). While the prior Elements (and corresponding EIR's) provide substantial environmental baseline documentation, an EIR will be prepared to fully document the proposed changes to the Land Use Element and the Circulation Element. The EIR will ensure General Plan consistency and CEQA compliance.

The process will include a Notice of Preparation, scoping meeting, Draft, and Final EIR. Anticipated environmental topics to be evaluated in the EIR are:

- ❖ Land Use and Planning
- ❖ Air Quality
- ❖ Transportation and Circulation
- ❖ Biological Resources
- ❖ Noise
- ❖ Visual Resources
- ❖ Aesthetics
- ❖ Agricultural Resources
- ❖ Land Use and Planning

of land use for the entire community. Since the Circulation Element establishes policies for street capacities and acceptable service levels to balance new development opportunities with system capacities, it must be closely coordinated with the Housing and Land Use Elements. In designating transportation routes, the Circulation Element ensures that access will be available for all land uses, including business, industry, open space/recreation, and housing.

The Public Safety and Seismic Safety Elements identify potential hazards to the community, both natural and man-made, and quantify the level of risk associated with the hazards. The emergency evacuation routes designated in these elements, and the routes designated for truck traffic, must also be coordinated with the Circulation Element.

The sections of the General Plan closely associated with the natural environment, such as the Conservation and Open Space Elements, identify those areas which because of community values should be preserved and enhanced. The designation of scenic routes and bike paths for enjoyment of the natural environment and recreation areas is coordinated with the Circulation Element.

For the reasons stated above, transportation improvements shown on the Circulation Element are generalized and are not intended to show specific alignments. When required for efficient circulation, specific alignments will be determined through further environmental, noise, and engineering studies.

PUBLIC PARTICIPATION IN THE ELEMENT UPDATE PROCESS

Because the Circulation Element plays such a major role in establishing goals and guiding development of infrastructure improvements and land development, it is important that this major update be conducted in the public forum and input be solicited from public groups. Extensive efforts have been made to accomplish this, as exemplified by the following coordination:

- Public workshops to receive initial comments and discuss the Existing Conditions analysis
- Coordination with the President's Round Table
- Coordination with the development community
- Coordination with the Chamber of Commerce Committee
- Coordination with the Circulation Element Update Committee
- Coordination with the Realtors Association and individual property owners
- Public hearings at the Planning Commission and City Council levels

ELEMENT ORGANIZATION

The Circulation Element is organized into six chapters:

- Chapter I Introduction
- Chapter II Existing Conditions
- Chapter III Goals, Objectives, and Policies
- Chapter IV Future Conditions
- Chapter V Transportation Master Plan
- Chapter VI Implementation Program

The Existing Conditions analysis provides a description of the existing transportation systems and identifies existing deficiencies in providing the level of service threshold standard. The Future Conditions Chapter

AUTHORITY AND PURPOSE

Pursuant to Government Code Section 65302(b), a circulation element in all city and county general plans is required as follows:

"A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and facilities, all correlated with the land use element of the plan."

The circulation system of a community is vital to its prosperity. Its function is to provide for the movement of goods and people, which include pedestrians, bicycles, transit, train, air, and automobile traffic flows within and through the community. Since good traffic circulation is important to economic viability and the creation and preservation of a quality living environment, it is important that it occurs in a most efficient manner. The Circulation Element of the General Plan provides the community with a general guide to improve and maximize the effectiveness of its circulation system.

SCOPE OF THE CIRCULATION ELEMENT

Upon adoption, the Circulation Element serves as the City's main policy tool designating future road improvements and extensions, addressing non-motorized transportation alternatives, and identifying funding alternatives. The intent of the Circulation Element is to:

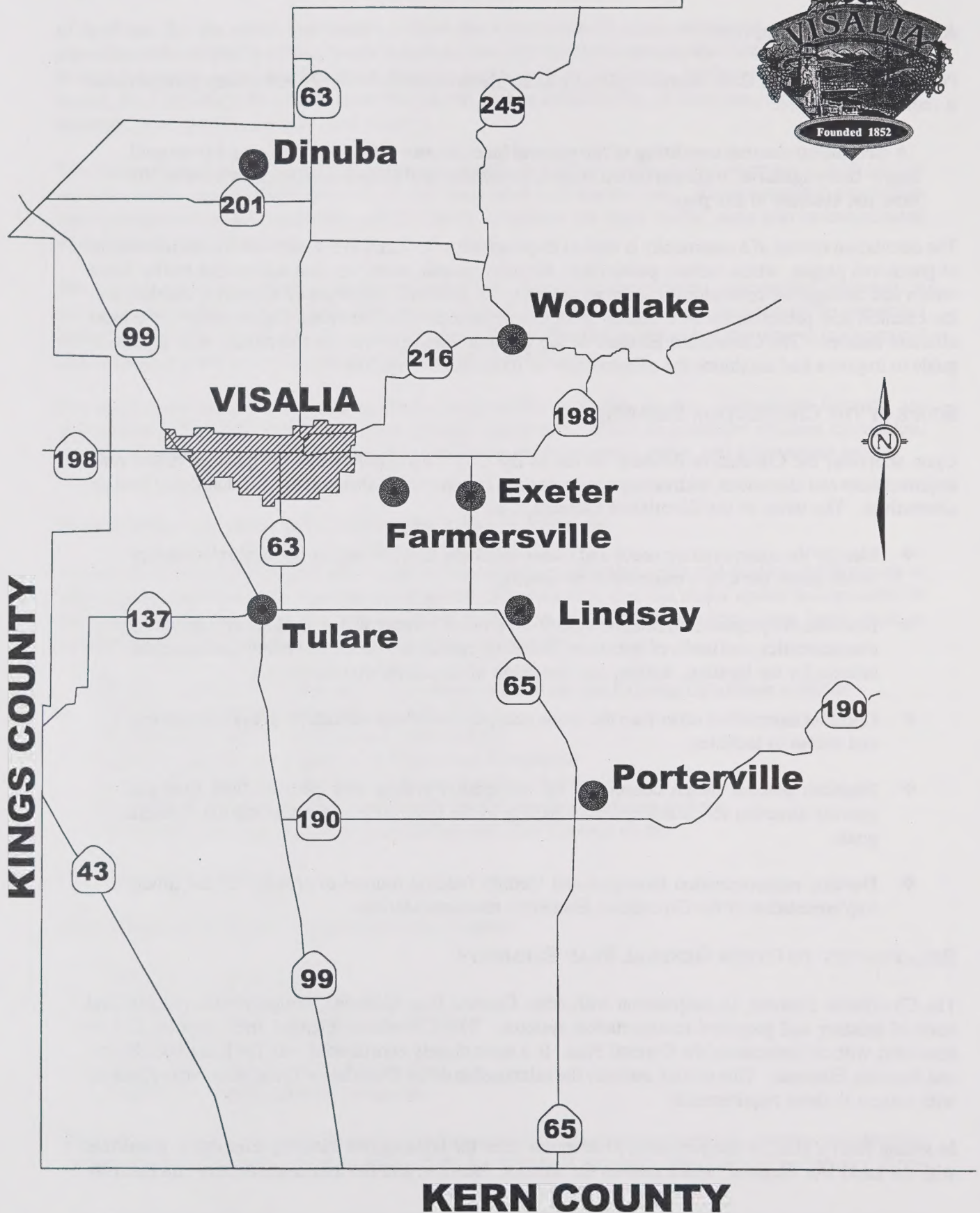
- ❖ Identify the transportation needs and issues within the City, as well as regional relationships which affect the City's transportation system;
- ❖ Describe the proposed circulation system in terms of geometric design elements, operating characteristics, and limits of operation, including current standards, guidelines, and accepted criteria for the location, design, and operation of the transportation system;
- ❖ Consider alternatives other than the single occupant vehicle as essential in providing services and access to facilities;
- ❖ Establish policies which coordinate the circulation system with planned land uses and provide direction for future decision-making in the realization of the Circulation Element goals;
- ❖ Develop implementation strategies and identify funding sources to provide for the timely implementation of the Circulation Element's recommendations.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Circulation Element, in conjunction with other General Plan Elements, designates the location and scale of existing and proposed transportation systems. The Circulation Element must support and be consistent with all elements of the General Plan. It is most closely coordinated with the Land Use, Noise, and Housing Elements. This section outlines the relationship of the Circulation Element to other elements with respect to these requirements.

In setting forth a plan for the provision of adequate sites for housing, the Housing Element is consistent with the Land Use Element, which defines the amount, location, and the maximum density and intensity

FRESNO COUNTY

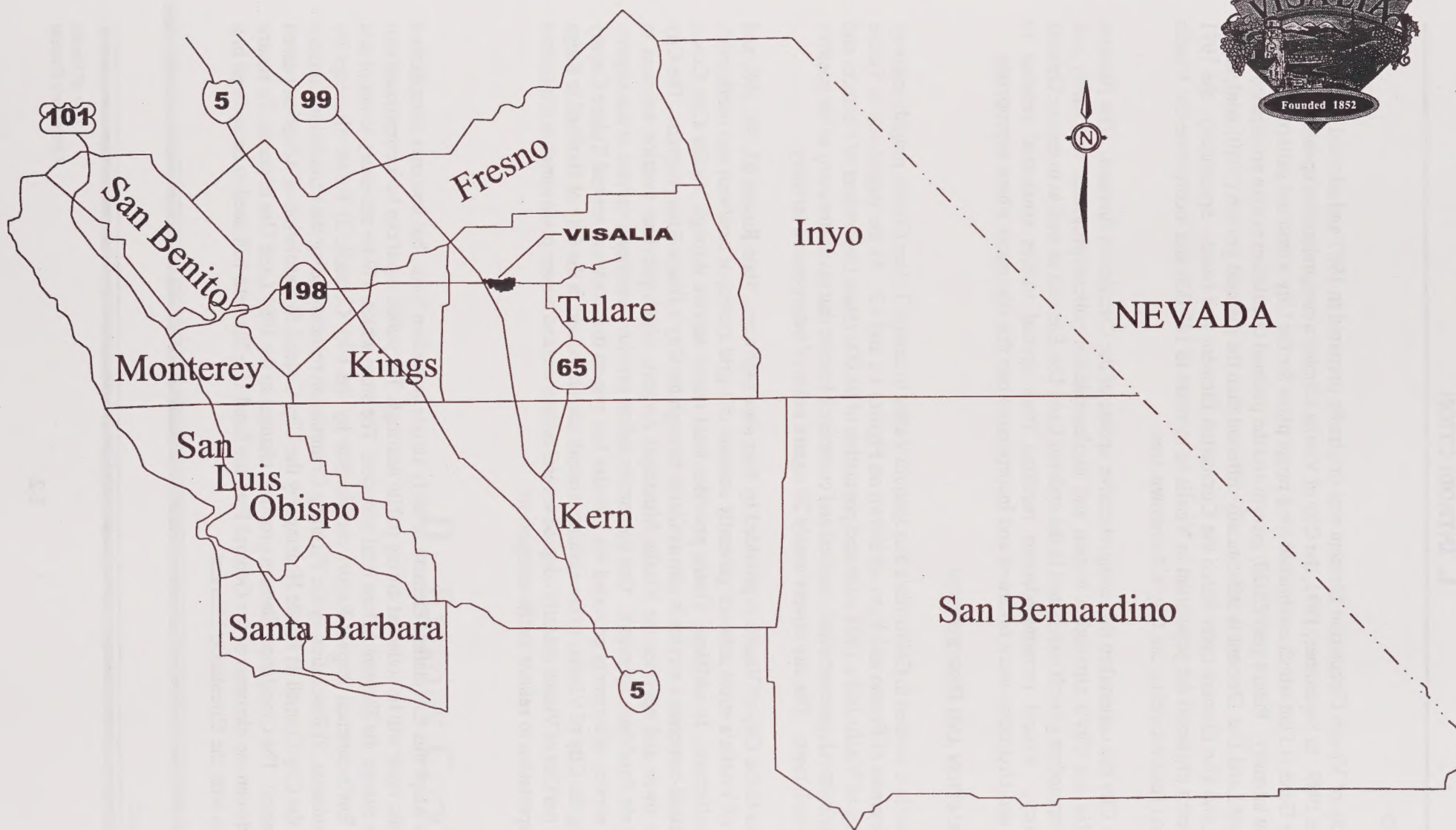


KINGS COUNTY

KERN COUNTY

PROJECT LOCATION MAP

Figure I-2



REGIONAL LOCATION MAP

Figure I-1

I. INTRODUCTION

BACKGROUND

The current City of Visalia Circulation Element was originally prepared in 1987 and adopted by the City Council in June 1989. In September, 1991, the City of Visalia adopted a comprehensive updated Land Use Element of the General Plan which established long range plans for the City's land use pattern and levels of development intensity. Future year (2020) growth and the planned circulation system envisioned in the recently adopted Land Use Element is substantially different than the planned growth (2010) analyzed in the previous Land Use Element upon which the Circulation Element was based. Specifically, the 1991 Land Use Element projected the population in Visalia to increase to 165,000 and incorporate the Visalia Parkway, a loop road encircling the City's downtown area.

Therefore, the City has undertaken this comprehensive update of the Circulation Element. The Element is to ensure that the City's circulation system and implementation policies/programs will safely and efficiently accommodate growth envisioned in the updated Land Use Element as well as to ensure General Plan consistency. Recent recommendations resulting from special studies conducted relating to transportation and circulation were reviewed and incorporated into this document where appropriate.

PROJECT LOCATION AND DESCRIPTION

The City of Visalia is located in California's San Joaquin Valley in central Tulare County roughly midway between the Counties of Fresno and Kern, as shown on Figures I-1 and I-2. As the largest city in Tulare County, the City of Visalia had a 1998 estimated population of 94,000 (State Department of Finance) and is a growing agricultural, governmental, medical and commercial center that maintains many of the positive qualities of a small town. The city covers nearly 25 square miles of incorporated territory.

Regional access to the City of Visalia is provided by four state highways; State Routes 63, 99, 198, and 216. The City of Visalia's street network generally consists of a grid system of east/west and north/south arterials and collectors. In addition, Visalia provides local transit service through Visalia City Coach (VCC). A demand-responsive service is also available through the City's Dial-a-Ride program. The City of Visalia also owns and operates the Visalia Municipal Airport, which provides aviation services to approximately six fixed-base operators. One commuter airline provides passenger service at the airport. Passenger rail service is currently provided via a feeder bus system that connects several Tulare County cities, including the City of Visalia, to the existing Amtrak station located in the City of Hanford in Kings County. Also, the City of Visalia recently adopted several ordinances and master plans aimed at alternative modes of transportation to relieve traffic congestion.

PROCESS

The process to adopt this Circulation Element is fairly simple in written form, but becomes complicated by the fact public input will be collected during public hearings. The public input can be incorporated into the Element or change the Element before final adoption. The steps which will be necessary to adopt this element is 1) Environmental Impact Report certification by the City Council, 2) Public Hearings by Planning Commission, 3) Resolution by the Planning Commission recommending the Circulation Element be adopted by the City Council 4) Public Hearings by the City Council 5) Resolution of Adoption passed by the City Council. The Circulation Element proposes changes to the 1991 Land Use Element. To ensure consistency between the elements of the General Plan the Land Use Element will need to be updated in a parallel process with the Circulation Element.

THE TOWN OF VISALIA

Visalia, California, is a city of approximately 100,000 people, located in the Central Valley of California. The city is situated on the San Joaquin River, approximately 100 miles from the San Francisco Bay Area. The city is a major center for agriculture, particularly for the production of almonds, pistachios, and grapes. The city is also a major center for commerce and industry, with a large number of businesses and manufacturing plants.

The city is a major center for commerce and industry, with a large number of businesses and manufacturing plants. The city is also a major center for agriculture, particularly for the production of almonds, pistachios, and grapes. The city is situated on the San Joaquin River, approximately 100 miles from the San Francisco Bay Area. The city is a major center for commerce and industry, with a large number of businesses and manufacturing plants.

The city is a major center for commerce and industry, with a large number of businesses and manufacturing plants. The city is also a major center for agriculture, particularly for the production of almonds, pistachios, and grapes. The city is situated on the San Joaquin River, approximately 100 miles from the San Francisco Bay Area. The city is a major center for commerce and industry, with a large number of businesses and manufacturing plants.

EXISTING CONDITIONS

The existing conditions of the city are as follows: The city is a major center for commerce and industry, with a large number of businesses and manufacturing plants. The city is also a major center for agriculture, particularly for the production of almonds, pistachios, and grapes. The city is situated on the San Joaquin River, approximately 100 miles from the San Francisco Bay Area.

The existing conditions of the city are as follows: The city is a major center for commerce and industry, with a large number of businesses and manufacturing plants. The city is also a major center for agriculture, particularly for the production of almonds, pistachios, and grapes. The city is situated on the San Joaquin River, approximately 100 miles from the San Francisco Bay Area.

II. Existing Conditions

The existing conditions of the city are as follows: The city is a major center for commerce and industry, with a large number of businesses and manufacturing plants. The city is also a major center for agriculture, particularly for the production of almonds, pistachios, and grapes. The city is situated on the San Joaquin River, approximately 100 miles from the San Francisco Bay Area.

II. EXISTING CONDITIONS

THE TRANSPORTATION SYSTEM IN VISALIA

Visalia is currently served by two freeways, the major functions of which are to provide regional and state-wide connections with Visalia. State Route (SR) 99 connects to Los Angeles, Bakersfield, Fresno and Sacramento. SR 198, a freeway within a portion of Visalia only, connects to Hanford, I-5 and SR 101 on the west, and Farmersville, Exeter, and Sequoia National Park to the east.

Several arterials in Visalia serve regional functions, as well as local needs. Mooney Boulevard (SR 63) is one of the major connectors between the cities of Tulare and Visalia. Demaree and Akers Streets also serve this regional connection. Dinuba Boulevard (SR 63) connects Visalia with Cutler, Orosi and continues north into Fresno County, while Plaza Drive (Road 80) is a major link to Dinuba. Houston Avenue (SR 216) is the link to Ivanhoe and Woodlake. Caldwell Avenue connects Visalia with SR 99 and Hanford to the west and Farmersville and Exeter to the east. Lovers Lane provides direct access between Visalia and SR 137 to the south. Ben Maddox Way provides for connection to Yettem/Seville and SR 201 north of Visalia.

In addition, Visalia provides local transit service through Visalia City Coach (VCC) along eight fixed routes. A demand-responsive service is also available through the City's Dial-a-Ride program. The City of Visalia also owns and operates the Visalia Municipal Airport which provides aviation services to approximately six fixed-base operators. One commuter airline provides passenger service at the airport. Passenger rail service is currently provided via a feeder bus system which connects several Tulare County cities, including the City of Visalia to the existing Amtrak station located in the City of Hanford in Kings County. Also, the City of Visalia recently adopted several ordinances and master plans aimed at alternative modes of transportation to relieve traffic congestion, including Bikeways Plan and several Transportation System Management (TSM) studies.

HIERARCHY OF ROADWAYS

A city's circulation system is composed of a wide range of transportation facilities which serve two basic functions: mobility and land access. Mobility means providing the ability for motorists to travel between their points of interest. Land access means providing for parking, storage or other types of driveway access at the final destination. A circulation element is typically composed of facilities that emphasize mobility or access to different degrees.

Circulation systems are designed in a descending hierarchy largely as a means of achieving the goals of mobility and access in an efficient manner. While it might be desirable to provide both access and mobility on all facilities, it would be undesirable to favor arterial street standards for all facilities in a circulation system. Thus, the designation of the types of streets listed on the next page has a functional and economic value to the community.

Problems occur when a street designed to provide mobility is also expected to provide for land access as well. Land access typically requires driveways or local streets to move vehicles off the street and onto the property in question. When too many access points are provided on a street intended for mobility, friction occurs between vehicles needing access and vehicles using the facility for mobility.

The evaluation of Visalia's existing street system will identify locations where this conflict occurs. More importantly, the future definition of the Circulation Element should be done with a clear understanding of the need for separating the land access and mobility functions.

The street and highway system serving a city is generally planned in a hierarchy of roadways. That is, the role of freeways (multi-lane divided roadways with full access control) is to carry large volumes of traffic between regions, while arterial streets (multi-lane divided and undivided roadways with limited access) carry traffic between communities or major generators. The function of collector streets (generally two or four lane undivided) is to collect traffic from local streets and provide connection between neighborhoods and inter-community travel. The purpose of local or residential streets (two lane undivided roadways with unlimited access) is to provide direct access to abutting properties and feed traffic into the collector street system. Figure II-1 graphically illustrates the hierarchy of roadways.

The adopted street classification for Visalia is intended to divide its traffic facilities into 5 categories:

Freeway

Intended exclusively for movement of high volumes of inter-city, regional, and longer local trips at high speeds.

Major Arterial

Intended to provide a high level of capacity in selected high volume corridors; provides connections to the freeway system and to collector streets; provides access to major travel generators. Typically designed with 6 lanes for through traffic, a parking/transit/ right turn lane, and a median with dual left turn lanes at intersections.

Arterial

Intended to provide the majority of the City's traffic carrying capacity; provides connections to the freeway system and to collector streets; provides access to major travel generators. Typically designed with 4 lanes for through traffic and two parking/transit/right turn lanes. An arterial may be undivided or can be divided with a median with single or dual left turn lane at intersections.

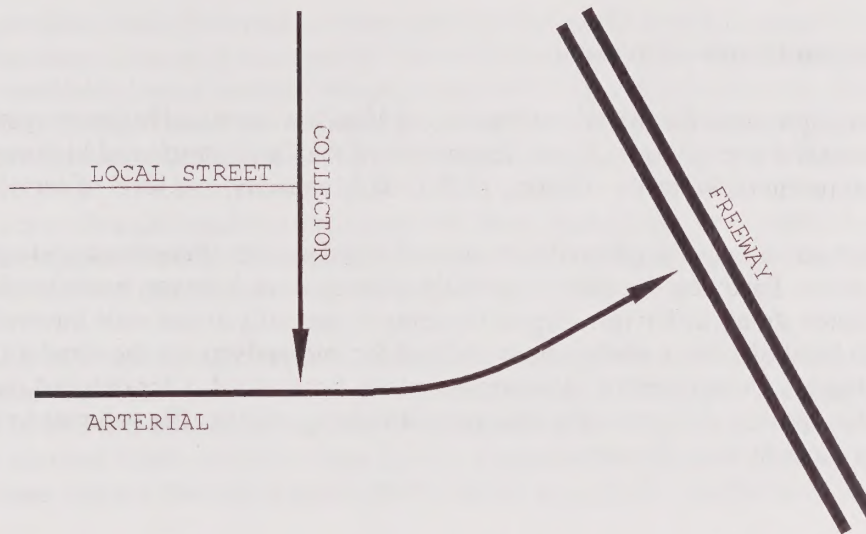
Collector

Intended to provide connectivity between local streets and the arterial street system; also provides access to adjacent land uses. Typically designed with four lanes for through traffic, two parking/transit lanes and/or a median for left turn access.

Local Street

Intended exclusively to provide access to adjacent land uses. Typically designed with two through lanes with parking on both sides.

FIGURE II-1



HIERARCHY OF ROADWAYS

LEVELS OF SERVICE

Level of service is a description of the ability of a street segment or intersection to accommodate certain levels of traffic demand. Levels of service (LOS) range from A, which is unrestricted free-flow conditions, to LOS F, which represents highly restricted forced-flow conditions. As established by this Circulation Element, the City of Visalia's policy is to plan for LOS D for street segments and intersections. A more detailed description of the various levels of service and the ranges for street segment and intersection levels of service are contained in Appendix A.

EXISTING STREET AND HIGHWAY SYSTEM

The following paragraphs describe the salient features of Visalia's street and highway system. Table B-1 in Appendix B presents a segment by segment description of the City's streets and highways configuration, most recent daily traffic volumes, LOS D daily capacity, and level of service.

The City of Visalia's street network generally consists of a grid system of east/west and north/south arterials and collectors. East/west streets are generally referred to as Avenues, north/south streets as Streets, and curvilinear streets as Drives. Arterial spacing is generally at one-mile intervals, collectors at one-half mile. The level of service methodology utilized for this analysis are the standard tables developed by the Florida Department of Transportation (see Appendix A-1 for detailed description) and consider intersection spacing and geometric design in correlating daily traffic volumes to levels of service for various roadway classifications.

ARTERIALS

Acequia Avenue is an east/west arterial located south and parallel to Main Street. This road provides one-way travel eastbound from Conyer Street to Bridge Street and goes from two to three lanes between Willis Street and Bridge Street. Acequia Avenue continues as a two-lane undivided arterial to Cotta Street, where it terminates just west of Ben Maddox Way. The daily traffic volumes on this facility ranges from 2,200 to 5,250.

Akers Street is a north/south aligned arterial consisting mostly of two lane undivided roadway. Akers Street (County Road 100) completely traverses the urban area, continuing southward toward the City of Tulare. The daily traffic volumes on this facility vary from 2,600 to 14,200.

Ben Maddox Way is generally a north/south aligned arterial in the eastern portion of the City of Visalia. Ben Maddox Way is a four-lane, generally undivided roadway between St. John's Parkway in the north and Main Street. It continues as a four-lane divided roadway between Main Street and Tulare Avenue to the south. It is a two-lane undivided roadway between Tulare Avenue and Walnut Avenue. It is a four-lane divided roadway south of Walnut Avenue to K Avenue. It continues as a two-lane undivided roadway from K Avenue to Caldwell Avenue. The daily traffic volumes range from 1,450 to 21,800.

Betty Drive is a northeast/southwest roadway between SR 99 and Road 67 located just outside the City Limits but within the Urban Growth Boundary area to the northwest. Betty Drive is currently a two lane undivided roadway; recent daily traffic volumes are not available for this facility.

Caldwell Avenue provides east/west circulation from State Route 99 eastward through the urban area. This facility is also known as Avenue 280 and extends from Kings County in the west to Exeter in the east. Daily traffic volumes on this facility range between 7,000 and 28,000 trips.

Center Street is an east/west aligned undivided arterial from Hall Street to Ben Maddox Way. This facility consists of two lanes, increasing to three lanes between Bridge Street and Willis Street, and one-way travel westbound from Bridge Street to Hall Avenue. Center Street is located north of and parallel to Main Street. Daily traffic volumes range from 4,300 to 8,100.

Court Street is a north/south aligned roadway bisecting and serving the central business district of the City of Visalia. This roadway is currently constructed with two lanes (undivided) south of Tulare Avenue and provides one-way northbound travel north of Tulare Avenue to Northwest Third Avenue. Court Street serves as State Route 63 from Dinuba Boulevard in the north via Northwest Third Avenue to SR 198. Further south it serves as a major east/west arterial. Daily traffic volumes range from 7,100 to 13,700.

Demaree Street is a north/south roadway providing circulation through the west central portion of Visalia to the City of Tulare approximately 10 miles to the south. Demaree Road is known as County Road 108. The daily traffic volumes on this facility range from 4,400 to 17,600.

Dinuba Boulevard is a north/south oriented arterial originating at Houston Avenue and proceeding northward to Avenue 320. This roadway continues northward outside the Visalia urban area traversing just east of the City of Dinuba and through the regions of Cutler and Orosi. This facility serves as the alignment for State Route 63 north of Visalia and provides access to the northwest portion of Tulare County. The most recent traffic volumes indicate this roadway carries 10,900 Average Daily Traffic (ADT).

Goshen Avenue is classified as having both arterial and collector segments, with current construction as a two lane undivided roadway. This facility is primarily oriented east/west, turns southeasterly just east of Akers Street, and then transitions to a four-lane, divided facility between the segments of Road 76 to Road 88 and Shirk Road to Divisadero Street. Goshen Avenue alignment changes to Murray Avenue at Divisadero Street. Goshen Avenue picks up at Switzer and continues east to Floral Street, where it is again discontinued, and picks up at Burke Street and continues east to Lovers Lane. West of Divisadero Street, this facility is classified as an arterial, and the segment of Burke Street to Lovers Lane is classified as a collector. Goshen Avenue is also known as Avenue 304. The daily traffic volumes range from 5,800 to 11,900 on this roadway.

Houston Avenue is an east/west arterial from Demaree Street to Sol Road, where its alignment changes to Ivanhoe Drive. This facility consists of two lanes (undivided) along this entire route. Houston Avenue serves as the alignment for State Route 216 from Lovers Lane East. The most recent daily traffic volumes range from 5,400 to 13,500 on this roadway.

Ivanhoe Drive is an east/west arterial continuing from the alignment of Houston Avenue at Sol Road to the eastern urban boundary. This facility serves as the alignment for State Route 216 and consists of two lanes (undivided). At this time, there is no traffic count data available for this roadway.

Locust Street is a one-way arterial oriented in a north/south direction. This roadway serves as southbound State Route 63 between Dinuba Boulevard and Mineral King Avenue. This facility carries southbound traffic and consists of two lanes between Houston Avenue and Oak Avenue. At Oak Avenue, the roadway goes to three lanes southward to State Route 198. South of State Route 198, Locust Street consists of two travel lanes. This roadway is located parallel to and just west of Court Street. The daily traffic volumes on this facility are 6,600 ADT.

Lovers Lane is a north/south arterial from St. Johns Parkway to the southern Urban Area Boundary (UAB) in the eastern portion of the City of Visalia. This facility serves as SR 216 from SR 198 to Houston Avenue. This facility provides access to a 160 acre school complex at the northeast corner of Lovers Lane and Houston Avenue. It is a four-lane divided roadway, except for the segment north of Houston Avenue (State Route 216), where it is a two lane undivided facility. The daily traffic volumes carried on this roadway vary from 1,900 to 20,900.

Main Street is an east/west roadway extending from Mineral King Avenue at the intersection with County Center Drive (west of the County Civic Center) to Mineral King Avenue just west of Lovers Lane. Main Street is classified as an arterial from County Center Drive to Stevenson Street and from Ben Maddox Way to Mineral King Avenue west of Lovers Lane. This roadway is one-way eastbound from West Street to Garden Street. Daily traffic volumes range from 7,400 to 19,900 on this facility.

McAuliff Street proceeds north from State Route 216 (Houston Avenue) to Avenue 320. This roadway facility is in the far eastern portion of the City of Visalia. The traffic volume on this roadway is 6,300 ADT.

Mineral King Avenue is an east/west arterial just north of and parallel to State Route 198. This roadway acts as a frontage road to State Route 198 along most of its route from Akers Street to the eastern urban area boundary (UAB), with the exception of between County Center Drive and Mooney Boulevard which is presently being constructed as a one way frontage road. The segments from Cain Street to the eastern urban boundary are two-lane undivided roadways. Three lanes of one-way travel westbound exist between Conyer Street and Ben Maddox Way, and two lanes of one-way travel westbound from Mooney Boulevard (State Route 63) to Conyer Street. A segment of four-lane roadway (undivided) occurs east of Ben Maddox Way to Cain Street. Daily traffic volumes range from 2,100 to 12,000.

Mooney Boulevard is a north/south roadway connecting the City of Visalia to the City of Tulare to the south. This roadway is classified as a major arterial between Main Street and Avenue 272 and an arterial between Goshen Avenue and Riggins Avenue. Mooney Boulevard is the alignment for SR 63 south of SR 198. The daily traffic volumes on the two-lane facility north of Goshen Avenue vary from 1,200 to 3,350. The daily traffic volumes on the four-lane facility (State Route 63) vary from 16,100 near Main Street to 29,000 between Tulare Avenue and Caldwell Avenue.

Noble Avenue is an east/west arterial just south of and parallel to State Route 198. This facility commences at Mooney Boulevard (SR 63) and travels eastward to the eastern UAB connecting this eastern region to SR 63. The daily traffic volumes range from 1,700 to 13,500. Noble is presently being constructed from Akers Street to Mooney Boulevard as an eastbound one-way frontage road.

NW 2nd Avenue is a northwest/southeast arterial, serving as SR 63 between Locust Street and West Street. At this time, there are no recent daily traffic volumes available for this facility.

NW 3rd Avenue is a northwest/southeast arterial, serving as SR 63 from Court Street to Houston Avenue. This northwest bound facility is a two-lane one-way roadway; daily traffic volume count data is not available at this time.

Plaza Drive is as an arterial roadway between Avenue 320 and Walnut Avenue with north/south orientation. This facility provides access between the Visalia Municipal Airport and the City of Dinuba to the north. It also provides access to industrial land use in the northwest portion of the community and this serves a high percentage of heavy vehicles. Plaza Drive provides access to State Route 198 via an interchange. The daily traffic volumes on this facility range from 4,300 to 9,500.

Riggin Avenue is an east/west arterial in the northern region of Visalia. Riggin Avenue connects the northwest region of the Visalia urban area to SR 63 (Dinuba Boulevard) in the north central region. This arterial is a two-lane undivided roadway and carries between 3,000 and 3,250 ADT.

Shirk Road has a north/south orientation. This two-lane undivided roadway traverses completely through the urban area in the western part of Visalia providing north/south circulation. The daily traffic volumes vary from 1,550 to 4,150 along this roadway. Significant Valley Oak trees dot this alignment north and south of Highway 198.

St. John's Parkway is generally an east/west oriented roadway with some north/south portions. This roadway is discontinuous, with portions of the roadway classified as an arterial and portions classified as a collector. The segment from Modoc Ditch east to Ben Maddox Way is currently classified as an arterial. This facility is a two-lane divided roadway generally following the alignment of the St. Johns River to the south, and providing scenic vistas to St. Johns River Park from Goddard to Cain Street. At this time, there is no daily traffic count data available.

Walnut Avenue is an east/west roadway. This facility provides access to Plaza Drive near the Visalia Municipal Airport to the west and traverses eastward through the entire urban area. This facility provides four lanes of travel between Roeben Road and Ben Maddox Way. The remainder of the route consists of a two-lane undivided roadway. The daily traffic volumes vary from 1,950 to 16,600.

Road 148 is located outside the Visalia City limits immediately to the southeast. This road lies at the eastern UAB line as shown on the 1991 Land Use Element Map. Road 148 is classified as an arterial between Judy Lane and the southern urban boundary. At this time, there is no daily traffic count data available for this facility.

Road 152 is a north/south arterial, extending from Ivanhoe Drive (SR 216) southward to SR 198. This facility is a two-lane undivided roadway located in the northeast urban area. At this time, there is no daily traffic count data available for this roadway.

Avenue 272 is a two-lane undivided roadway, with an east/west orientation. This facility is classified as an arterial between Shirk Road and Road 122 and continues from Road 126 to the eastern urban area. Avenue 272 is in the southern region of the urban area boundary, and is the southernmost arterial in the 1989 adopted Circulation Element. The daily traffic volumes on this facility are very low, ranging from 660 to 750.

Avenue 320 is an east/west roadway classified as an arterial between Plaza Drive and Road 148. This facility runs along the northern urban boundary connecting the northwest region east of SR 99 to Road 108 and from SR 216 to Road 148 in the northeast. Currently no daily traffic volume data is available.

COLLECTORS

Bradley Street is a two-lane undivided facility aligned north/south and located east of Burke Street. Daily traffic count data is not available for this roadway.

Burke Street is a north/south two-lane undivided roadway consisting of two discontinuous segments. The first segment commences in the north at Levee Drive just south of the St. Johns River and continues south to Houston Avenue. The second segment commences at Roosevelt Avenue (north of Goshen Avenue) and runs southward to Cambridge Street, where access to Walnut Avenue is provided via Cambridge Street to Bradley Street. Daily traffic volumes on this roadway range between 1,050 to 3,450.

Cain Street is a discontinuous roadway classified as a collector in a north/south direction. The northern segment exists from St. Johns Parkway to Douglas Avenue (south of Houston Avenue) and the second segment from Goshen Avenue to Mineral King Avenue. The southern portion carries daily traffic volumes of 2,200; no traffic count data is available for the northern portion.

Camp Drive is a two-lane undivided roadway. This facility parallels the Southern Pacific Railroad east of SR 99 between Betty Drive and State Route 198, terminating at Neeley Street. At this time, there is no daily traffic volume count data available for this roadway.

Chinowth Street is located between and parallel to Linwood Street and Demaree Street oriented in a north/south direction. Daily traffic volumes range from 2,850 to 9,500 on this roadway.

Conyer Street is a north/south aligned roadway joining Main Street to Walnut Avenue and is located between Giddings Street and Court Street. This facility is a two-lane undivided roadway carrying between 2,550 and 5,700 ADT. It provides access to both Mount Whitney High School and Redwood High School.

County Center Drive is a two-lane undivided roadway linking Main Street at its northern end to Packwood Drive (south of Caldwell Avenue) at its southern end. This collector facility provides north/south access between the parallel roads of Demaree Street and Mooney Boulevard (SR 63). The daily traffic volumes range from 2,000 to 12,200.

Court Street is a two-lane undivided roadway classified as a collector north of NW 3rd Avenue. This facility provides access from Sunnyview Avenue (north of Ferguson Avenue) to NW 3rd Avenue. South of NW 3rd Avenue, Court Street is classified as an arterial. Daily traffic volumes vary from 1,050 to 5,050 on this collector segment.

Divisadero Street is a short north/south segment connecting Houston Avenue to Goshen Avenue and is located east of Mooney Boulevard (SR 63). This facility is a two-lane undivided collector and carries 6,500 ADT.

Doe Avenue is a two-lane undivided facility between Kelsey Street and Shirk Road. This east/west roadway segment is constructed to the north of Goshen Avenue in the western part of the UAB. The daily traffic volume on this roadway is 2,250.

Ferguson Avenue is a two-lane undivided roadway oriented in an east/west direction and is classified as a collector. This facility has four discontinuous segments along its existing route. One segment begins at Road 80 on the west end and terminates at Kelsey Street (Road 84) on its east end. A second segment to the east begins its western terminus at Linwood Avenue and continues through to Demaree Street. Further east is a third segment aligned from Mooney Boulevard to Divisadero Street. Finally, the eastern-most segment extends from Dinuba Boulevard (SR 63) to Bridge Street. Daily traffic volumes vary on these segments from 1,700 to 3,000.

Giddings Street consists of two separate segments, the first located north of SR 198 and the second located primarily south of SR 198. The northern segment connects Riffin Avenue to Houston Avenue and lies in a north/south direction between and parallel to Mooney Boulevard and Dinuba Boulevard (SR 63). The second segment links Murray Avenue to Whitendale Avenue, traversing State Route 198 via an overcrossing along its route. It carries 3,350 ADT on the northern segment and 5,000 to 8,900 ADT on the southern segment. This roadway also provides access to Redwood High School and Recreation Park.

Goshen Avenue is a two-lane undivided roadway classified as a collector between Burke Street and Lovers Lane. The daily traffic volumes on this east/west collector range from 2,150 to 4,550.

Hall Street is classified as a collector segment and provides a north/south link between Murray Avenue and Main Street just east of Mooney Boulevard (SR 63). This facility carries 4,400 to 10,000 ADT.

Hurley Avenue is an east/west collector located between Shirk Road and Chinoweth Street. This facility lies south of and parallel to Goshen Avenue and north of and parallel to SR 198. Daily traffic volumes on this roadway range from 1,650 to 2,700.

Jacob Street connects Houston Avenue to Main Street. This roadway is located between and parallel to Divisadero and Willis Streets. Jacob Street carries between 2,250 to 5,500 ADT. This roadway provides access to Redwood High School and Recreation Park.

"K" Avenue is an east/west segment of two-lane undivided roadway. The termini of this road are Santa Fe Avenue at its western end and Lovers Lane at the eastern end. At this time there is no daily traffic count data available for this roadway.

Kelsey Street is a two-lane undivided roadway providing access from the northwest portion of the Visalia urban boundary area at Doe Avenue southward to SR 198. Daily traffic volumes on this roadway range from 1,250 to 2,150.

Linwood Street is classified as a north/south collector and consists of two separate segments. The first from Riffin Avenue to Ferguson Street and the second from Hurley Avenue south to Caldwell Avenue. Daily traffic volumes vary from 1,100 to 6,100 on this roadway.

Main Street is a two-lane, one-way eastbound, undivided collector between Conyer Street and Burke Street. The daily traffic volumes range from 6,200 to 12,600. Main Street is aligned in an east/west direction and is located between the parallel roads of Center Street and Acequia Avenue.

McAuliff Street is a two-lane undivided collector linking Noble Avenue to Walnut Avenue in the eastern part of the City of Visalia. This north/south aligned roadway has a daily traffic volume range from 700 to 1300.

Mill Creek Parkway consists of two discontinuous segments in an east/west direction. The first segment exists from Demaree Street to West Main Street. This segment is actually known as "Mill Creek Drive." A second segment is located in the eastern portion of the urban area north of Mineral King Avenue. This second segment is known as "Mill Creek Parkway" and extends from Lovers Lane to Manzanita Street. The first segment carries 4,350 ADT, while traffic count data is not available for the second segment.

Murray Avenue is a two-lane undivided roadway providing continuous east/west circulation of traffic along the Goshen Avenue alignment between Divisadero Street and Burke Street. This collector roadway lies to the north of the parallel roadways of Main Street and Center Street. Daily traffic volumes vary between 5,500 and 11,700.

NE 3rd Avenue is a two-lane undivided roadway existing along a southwest/northeast alignment from Court Street to Houston Avenue. At this time, there is no daily traffic volume data available.

Pinkham Street is a north/south oriented roadway in the eastern portion of the City of Visalia located between Noble Avenue and "K" Avenue to the south. Daily traffic volumes ranging between 1,150 to 4,550 were counted.

Pratt Road is an east/west facility existing from Demaree Street north of Avenue 316 to Road 116, just north of River Way Drive. At this time, there is no daily traffic volume data available.

River Way Drive is a two-lane undivided roadway. This is an east/west oriented facility extending from Road 116 to Dinuba Boulevard (SR 63). River Way Drive aids in the east/west linkage in this northern region in conjunction with the alignments of Avenue 316 and Pratt Road. At this time, there is no recent daily traffic volume data available for this roadway.

Roeben Road is a two-lane undivided roadway. This facility has a north/south alignment extending from south of State Route 198 to its terminus at Whitendale Avenue in the west central vicinity of Visalia. Roeben Road carries between 110 and 1,350 ADT.

Santa Fe Street is a two-lane undivided roadway commencing at Houston Avenue and continuing southward to Avenue 272 in the southern portion of the urban area boundary. Santa Fe Street terminates at Mineral King Avenue and commences again at Noble Avenue. The daily traffic volumes on Santa Fe Street range from 1,100 to 3,650 north of Mineral King Avenue and 1,850 to 7,100 south of Noble Avenue.

St. Johns Parkway is a two-lane divided collector from Ben Maddox Way to Lovers Lane. The alignment of St. Johns Parkway generally parallels the toe of the south levee of the St. Johns River. The St. Johns River Park is a conservation area with a class I bike path from McAuliff Street to Ben Maddox Way. The daily traffic volume on this collector segment is 1,050.

Sunnyview Avenue is a short east/west aligned collector in the northwest portion of Visalia. This facility is a two-lane undivided roadway extending from Shirk Road to its terminus approximately one-half mile west. Currently there is no daily traffic volume data available for this facility.

Tulare Avenue is a continuous segment of a two lane (undivided) roadway constructed from Roeben Road eastward to Lovers Lane. This east/west roadway traverses a significant portion of the urban area south of Noble Avenue and provides east/west circulation south of SR 198. Daily traffic volumes range between 2,050 and 12,000 on this facility.

Whitendale Avenue is a continuous two-lane roadway extending in an east/west direction from Akers Street to Court Street. Whitendale Avenue assists in providing east/west circulation in the southern vicinity of the City of Visalia. Daily traffic volumes on this collector range from 2,150 to 13,100.

Willis Street is a two-lane facility connecting Houston Avenue to Mineral King Avenue north to south, respectively. This roadway is located between and parallel to Jacob Street and Locust Street. The daily traffic volumes vary from 2,650 to 6,200 on this roadway. Willis continues north from Houston but is not classified as a collector.

Woodland Street is a two-lane undivided roadway oriented in a north/south direction. This roadway is located between the parallel roadways of County Center Drive and Mooney Boulevard (SR 63). This facility extends from Mineral King to Walnut Avenue with daily traffic volumes ranging from 5,600 to 6,900 along its route. This roadway provides access to the College of the Sequoias.

Road 72 is a short north/south roadway existing between Ferguson Avenue (Avenue 308) and Rasmussen Avenue in the far northwest portion of the Visalia urban area boundary. At this time, there is no daily traffic volume data available.

Road 76 is a two-lane undivided collector in the northwest vicinity, extending from Ferguson Street southward past Goshen Avenue and terminating approximately one-half mile further. There is no recent daily traffic volume data available for this roadway.

Road 88 is a north/south roadway providing access between Goshen Avenue and SR 198 west of Shirk Road. This facility is a two-lane undivided collector and does not have recent daily traffic volume data available.

Road 148 is a two-lane undivided roadway connecting Avenue 320 to Avenue 313 north of St. Johns River. Road 148 is a county road located outside Visalia City limits in the northeast corner of the UAB. At this time, there is no daily traffic volume data for this facility.

Road 152 is a north/south two-lane roadway. This roadway is classified as a collector south of SR 198 approximately one-fifth mile to the south. North of SR 198 Road 152 is classified as an arterial. This road is located in the northeast portion of the UAB. At present, there is no daily traffic volume data available.

Avenue 276 is a two-lane undivided facility located southwest of the City limits. This roadway exists in an east/west direction between Shirk Road and Akers Street. At this time, there is no daily traffic volume data for this facility.

Avenue 316 is an east/west collector consisting of two lanes (undivided), and is located in the northern portion of the City of Visalia. This short facility terminates at Demaree Road just south of Pratt Road and extends westward for approximately one-half mile in length. Currently, there are no recent daily traffic volume counts available for this roadway.

EVALUATION OF EXISTING STREET SEGMENT OPERATIONS

To determine the existing LOS for each segment along the streets and highways system, segment LOS was estimated using the Modified HCM-Based LOS Tables (Florida Tables). The Florida Tables consider capacity of individual segments based on numerous roadway variables (freeway design speed, signalized intersections per mile, number of lanes, saturation flow, etc.). These variables were identified and applied in the Tables to reflect existing traffic LOS conditions within the Visalia UAB. A complete description of the Modified Tables and the variables applied to calculate segment LOS are included in Appendix A.

Table B-1 in Appendix B, list all arterial and collector street segments, the current daily traffic volumes, and the current level of service of the segment. This table shows that all street segments are operating at LOS D or better. Several streets will be operating at LOS E and F in the near future if the circulation element update is not adopted (see Chapter IV for the discussion on alternatives).

INTERSECTIONS

Intersections are of particular interest since the level of service at which an intersection operates is an indication of the delay experienced on the overall street system. Nearly all signalized intersections were surveyed for existing geometric, peak hour traffic volumes, and signal timing data. The Highway Capacity Software (HCS) was applied to measure intersection LOS. The software reflects methodologies contained in the 1994 Highway Capacity Manual (HCM) that considers a number of factors to estimate or measure intersection LOS such as peak hour traffic volumes, geometrics (number of through, left, right, and shared lanes), parking, pedestrian and truck movement, signal timing and phasing, and other important factors affecting intersection delay. Table B-2 in Appendix B presents a summary of signalized intersections in the City of Visalia, existing traffic control, average peak hour delay (in seconds per vehicle), level of service, and critical peak hour period. Appendix C lists intersections that are currently controlled with stop signs but may eventually be signalized.

EVALUATION OF EXISTING INTERSECTION OPERATIONS

As shown on Table B-2 in Appendix B, most signalized intersections and stop-controlled intersections currently operate at LOS D or better during the critical peak hour for each intersection. The exceptions are:

- ❖ Conyer Street/Tulare Avenue
- ❖ Lovers Lane/Noble Avenue
- ❖ State Route 198/Demaree Street

Table II-2 presents a summary of existing deficient intersections, deficient levels of service, recommended improvements and resulting level of service after implementation of recommended improvements. As shown on Table II-2, all intersections can achieve LOS D with recommended improvements.

TABLE II-1
DEFICIENT INTERSECTION OPERATIONS AND RECOMMENDED IMPROVEMENTS

Intersection	Existing		Required Improvements	Resulting	
	Delay ¹	LOS ²		Delay ¹	LOS ²
Conyer Street / Tulare Avenue	65.0	E	Add protected left turns and a westbound right turn lane	30	C
Lovers Lane (SR 216) / Noble Avenue	>80.0	F	Adding a signal at SR198 eastbound offramp and coordinating with the Noble intersection	30	C
State Route 198 / Demaree Street	>80.0	F	Upgrading to a interchange with the conversion of SR198 to freeway.	30	C

1 Delay = delay (seconds per vehicle)

2 LOS = Level of Service

PUBLIC TRANSIT IN VISALIA

The City of Visalia has had a commitment to public transit since 1981 when it inaugurated the Visalia City Coach transit system. The original system used five vehicles exclusively in dial-a-ride service. However, the demand for service quickly exceeded the supply, and the City began moving away from dial-a-ride and toward fixed route service. Today the transit system includes eight (8) routes and supplemental dial-a-ride service.

Following are some of the milestones in Visalia City Coach development:

November 1982

Route service is initiated with two mini-buses operating weekdays from 9:00 AM to 4:00 PM.

January 1987

Service is expanded to four routes operating on 30 and 60 minute frequencies from 6:30 AM to 6:00 PM. In addition to the familiar mini-buses, the new service features Visalia's first heavy-duty, wheelchair-accessible transit buses.

August 1988

New schedules feature 30 minute frequency on all routes. Routes 3 and 4 are consolidated, but a new commute hour route (Route 5) serves northeast Visalia. The base fare is reduced from \$1 to 50¢.

September 1989

Route 5 schedules are expanded to provide all-day service to northeast Visalia.

June 1990

Route 6 is initiated to serve the northwest industrial area and the unincorporated community of Goshen.

August 1990

Saturday service is initiated. Service is expanded to six routes.

March 1991

Routes are restructured to reduce transfers, and to provide more direct service and greater schedule reliability. The new system includes seven routes.

January 1992

Visalia City Coach (VCC) Complementary Paratransit Service Plan is adopted. This document demonstrates that the City is meeting the requirements of the Americans with Disabilities Act in regard to provision of paratransit services.

April 1992

Base fare is increased from 50¢ to 55¢ and Dial-a-Ride base fare from \$1.50 to \$2.00.

June 1993

Fully accessible, intercity commuter service between the cities of Visalia and Tulare is initiated. Schedule frequency is increased from 30 minutes to 15 minutes on Routes 1, 5, and 7 during peak hours.

August 1994

Route 8 is initiated to better serve the northeast portion of Visalia. Hours of operation are extended by one hour to provide 6:00 AM to 7:00 PM service Monday through Friday and 9:00 AM to 6:00 PM service on Saturdays.

August 1996

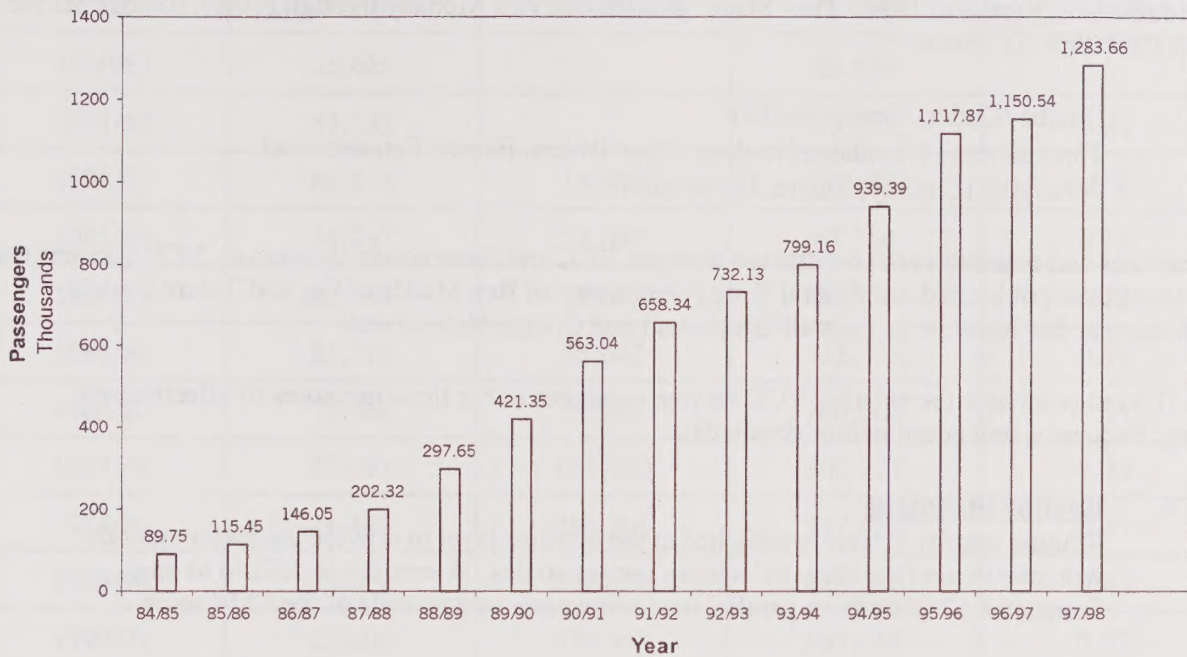
Base fare is increased from 55¢ to 75¢ and Dial-a-Ride base fare from \$2.00 to \$2.50.

November 1998

Began a free Trolley service in the downtown area.

The following figure provides a graphical depiction of the annual passengers served by VCC from 1984 to 1998

Table II-2
Annual Passengers



Today, the City has a fleet of 31 buses, with 21 being used for fixed route service, six (6) for dial-a-ride service, and four (4) for the downtown trolley service. Table II-5 shows the 1998/1999 bus fleet inventory for VCC. The Table does not include the trolleys in the trolley service. The current route system operates within a service area of approximately 32 square miles. The system includes eight full-service routes. The full-service routes operate on 30-minute frequencies from 6:00 AM to 7:00 PM on weekdays, and from 9:15 AM to 6:00 PM on Saturdays, except for Route 6 which operate on a 60-minute frequencies during peak weekday hours. It is estimated that 75 to 80 percent of the service area population resides within ¼ mile of a transit route. In 1999 funding for a Transit Center was amended into the 1998 Regional Transportation Improvement Program (RTIP). Currently the major transit transfer location is at the northeast corner of Center Avenue and Court Street. These transfers will be made at the new \$3,000,000 Transit Center proposed at the southeast corner of Bridge Street and Oak Avenue.

Ridership has increased consistently over the years, with a shifting of usage away from Dial-a-Ride toward fixed route service, in accordance with Visalia City Coach's (VCC) plans. Table II-3 shows the annual transit patronage in Visalia over the past 13 years. The ridership increase is also shown in Table II-4

VCC policy is determined by the City Council and administered through the Transit Division of the City's Public Works Department. Day-to-day operation of the bus system is contracted out to a private firm. Short term and long range planning is done by the Transit Division with the assistance of the Transit Advisory Committee, which is composed of citizens appointed by the City Council.

Transit planning is coordinated with the County of Tulare and the Tulare County Association of Governments. Currently, Tulare County Transit provides service between Visalia and the foothills community of Woodlake every Tuesday and Friday. City of Tulare cooperation of transfers began in June 1993.

Under a contract with Greyhound and Orange Belt, a user-ride subsidy program (Tulare County fares only) is provided on regular scheduled service. This service operates between the State Route 99 corridor and Visalia, and Porterville and Visalia. Tulare County Transit initiated three commuter-oriented routes to Visalia in 1996. The "Stage" provides service Monday through Friday, three times per day, for the following routes:

- Dinuba (Cutler, Orosi, Dinuba)
- Three Rivers (Woodlake, Ivanhoe, Three Rivers, Exeter, Farmersville)
- Porterville (Lindsay, Tulare, Porterville)

Service times and schedules are coordinated between VCC and these county programs. VCC services the downtown bus depot located on Mineral King Avenue east of Ben Maddox Way and Tulare County Transit stops at this location, as does all Greyhound and Orange Belt service.

Table II-6 indicates how the existing VCC service compares to the three measures of effectiveness (routing, frequency, and coordination standards).

❖ **Routing Standards**

Routing standards were established at the corridor level to provide the transit operator with maximum flexibility in locating service routes. A corridor is defined as any designated CMP route or parallel road within one quarter mile of the CMP route.

❖ **Frequency Standards**

Frequency standards were created considering the following factors: corridor passenger generation capability, transit system capacity, and service type proposed. Standards for frequency of service should be sufficient to encourage ridership.

❖ **Coordination Standards**

Currently there is a coordination among operators of both schedules and fares to minimize transfer inconveniences. The coordination of transit schedules, ticket transfers, and intermodal connections can all improve the ease of transfers and the convenience of transit to riders.

TABLE II-3
ANNUAL TRANSIT PATRONAGE IN VISALIA

Year	Dial-a-Ride	Fixed Route	Total	% Change
1980/81	23,655		23,655	
1981/82	83,192		83,192	3.51
1982/83	66,374	14,808	81,182	-3%
1983/84	44,717	23,049	67,766	-17%
1984/85	62,447	27,603	90,050	0.33
1985/86	81,716	33,642	115,358	0.28
1986/87	71,486	74,522	146,008	0.27
1987/88	57,091	145,230	202,321	0.39
1988/89	41,444	256,206	297,650	0.47
1989/90	28,879	397,667	426,546	0.43
1990/91	23,606	539,447	563,053	0.32
1991/92	27,102	631,264	658,366	0.17
1992/1993	33,522	698,605	732,127	0.11
1993/1994	32,902	766,218	799,120	0.09
1994/1995	33,558	905,828	939,386	18%
1995/1996			1,117,868	+19%
1996/1997			1,150,542	+3%
1997/1998			1,283,658	+12%

TABLE II-4
1998/99 BUS FLEET INVENTORY

Bus	Make	Year	Capacity	Condition	Status
6212	Gillig	1987	30+Chair	Good	Active
6213	Gillig	1987	30+Chair	Good	Active
6214	Gillig	1987	30+Chair	Good	Active
6217	Gillig	1988	30+Chair	Good	Active
6218	Gillig	1988	30+Chair	Good	Active
6221	Wide One	1989	14+Chair	Good	Active
6222	Gillig	1989	36+Chair	Good	Active
6223	Gillig	1989	36+Chair	Good	Active
6224	Gillig	1991	34+Chair	Good	Active
6225	Gillig	1991	34+Chair	Good	Active
6231	Gillig	1994	36 + chair	Good	Active
6232	Gillig	1994	36 + chair	Good	Active
6233	Gillig	1994	36 + chair	Good	Active
6234	Gillig	1994	36 + chair	Good	Active
6235	Gillig	1994	36 + chair	Good	Active
6236	Gillig	1994	36 + chair	Good	Active
6237	Gillig	1994	36 + chair	Good	Active
6238	Gillig	1994	36 + chair	Good	Active
6239	Chevy	1995	10 + chair	Excellent	Active
6240	Chevy	1995	10 + chair	Excellent	Active
6241	Chevy	1995	10 + chair	Excellent	Active
6242	Chevy	1995	10 +chair	Excellent	Active
6243	Chevy	1995	10 + chair	Excellent	Active
6244	Gillig	1996	36 + chair	Excellent	Active
6245	Gillig	1996	36 + chair	Excellent	Active
6246	Gillig	1996	36 + chair	Excellent	Active
6247	Gillig	1996	36 + chair	Excellent	Active

TABLE II-5
COMPARISON OF EXISTING TRANSIT SERVICE

Service Type		Routing/ Coverage	Frequency	Reliability	Passenger Load	Reserva- tions	Coordination
Urban Fixed-Route Peak Period (Population > 50,000) <i>OPERATOR:</i>	Standard	C	D	D	E	N/A	Operators shall coordinate the development and dissemination of route, schedule, and marketing information.
	Visalia City Coach (City of Visalia) System-wide	C	D	D	E	N/A	
	Route 63/Mooney Blvd. Corridor	N/A	B (std. = B)	D (std. = C)	E/F (std. = D)	N/A	
	Route 63/Locust Court St. Corridor	N/A	B (std. = C)	E (std. = C)	E/F (std. = E)	N/A	

BICYCLES

The City of Visalia offers many ideal conditions for all types of bicyclists, from commuters to recreational riders to schoolchildren. Not only is the city flat, but most destinations, including a wide variety of parks, community activity centers, and an active downtown, are within an easy ride. Visalia currently has many positive attributes for bicyclists, 1989 Circulation and 1989 Conservation, Open Space, Recreation, and Park Elements of the General Plan that offer a solid planning basis for future bikeways. In January 1993 the City adopted a citywide Bikeway Plan (prepared by Wilbur Smith Associates), which is incorporated into the Circulation Element update.

The bikeway plan study found that approximately 43 percent of the population currently own bicycles in Visalia, and that approximately one-fourth of these bike owners ride every day. Currently there are three Class I bikeways in the City, the St. Johns River path, the Goshen Avenue bike path, and Virmargo bike path, and about 18 miles of Class II bike lanes striped on 13 different streets. The existing bikeway system is described in Table II-7.

AIR SERVICES

Visalia Municipal Airport is the largest and most active airfield in Tulare County, and the only one with regularly scheduled passenger service. Its location at the intersection of State Routes 99 and 198 provide it with excellent regional access. State Route 198 and Walnut Avenue provide direct access to the airport from the City.

Currently, the airport serves approximately 40,000 annual aircraft operations (estimated, 1998), and indications are that the amount of commercial aircraft activity is slowing down. The Draft Role and Forecast report for the current Visalia Municipal Airport Master Plan update forecasts 55,000 operations in 2017. Approximately 13,000 passenger boardings were estimated for 1998.

At this time, VCC or other bus services do not serve the Visalia Municipal Airport. Local service to and from the airport is provided by dial-a-ride service, taxi service, or courtesy transportation provided by local hotels and airport staff. Commercial airline service is provided by United Express, which provides for three daily flights to and from Los Angeles

Table II-6
Existing Bikeways

Class I Bikeway ¹ (Bike Path)				
Location	Extent	Minimum	Adjacent	Total Length
Ben Maddox Way ³	Houston Avenue to Buena Vista Avenue	8 feet	No	0.25 mile
Burke Street ³	Margalo Avenue to St. Johns River	8 feet	No	0.5 mile
Goshen Avenue	Miller Park Street to Giddings Street	8 feet	No	2.5 miles
Houston Avenue ³	Ben Maddox Way to Gowdy Street	10 feet	No	0.13 mile
Houston Avenue ³	Virmargo Street to Crumal Street	10 feet	No	0.6 mile
Lovers Lane	St. John's Parkway to Mill Creek Parkway	8 feet	No	1.0 mile
McAuliff Street ³	Douglas Avenue to Roosevelt Avenue	8 feet	No	0.13mile
Mill Creek	Mill Creek Garden Park Pond	10 feet	Yes	0.5 mile
St. Johns River Path	McAuliff to Ben Maddox Way	12 feet	No	1.5 miles
Virmargo Street	Houston Avenue to St. Johns Pkwy	10 feet	No	0.5 mile
Class II Bikeway ² (Bike Lane)				
Conyer Street	Main Street to Tulare Avenue	5 feet	Yes	0.67 mile
County Center Drive ⁴	Campus Drive to Caldwell Avenue	5 feet	Yes	1.78 miles
Court Street	Noble Avenue to Tulare Avenue	5 feet	Yes	0.42 mile
Court Street	Walnut Avenue to Caldwell Avenue	5 feet	Yes	0.66 mile
Giddings Street	Whitendale Avenue to Tulare Avenue	4 feet	Yes	1.0 mile
Jacob Street	Houston Avenue to Main Street	5 feet	Yes	0.82 mile
Linwood Street ³	Cypress Street to Caldwell Avenue	4 feet	Yes	1.7 miles
Locust Street	Tulare Avenue to Noble Avenue	5 feet	Yes	0.41 mile
Mill Creek Drive	Demaree Street to Main Street	5 feet	Yes	0.53 mile
Tulare Avenue	Linwood Street to Court Street	4 feet	Yes	2.25 miles
Whitendale Avenue	Linwood Street to West Street	5 feet	Yes	2.42 miles

¹ Class I Bikeway - Provides for bicycle travel on a right-of-way completely separate from any street or highway

² Class II Bikeway - Provides a striped lane for one-way travel on a street or highway

³ Combination sidewalk/bike path

⁴ May be eliminated by future traffic conditions

RAILROADS

Visalia is served by two railroads that provide freight service to the community. The Southern Pacific Railroad operates lines parallel to SR 99 with a branch running east and south along Goshen Avenue (branch line operated by San Joaquin Valley Railroad), Ben Maddox Way, and "K" Avenue. The recently sold Atchison, Topeka, & Santa Fe (AT&SF) Railroad passes through Visalia along Santa Fe Avenue, although the tracks north of "K" Road have been removed.

In addition to providing freight service to industries located within the city, the presence of the railroad presents a restriction on how the street and highway system can be developed. Currently, the State Public Utilities Commission is restricting the number of new grade crossings it will permit. The railroads themselves are also interested in minimizing the number of grade crossings. Current policy is that if a new crossing is desired, another existing crossing must be closed. This policy will restrict the number of crossings between Goshen Avenue and the area to the north, which is likely to be the next area of residential growth in the City.

Passenger rail service via Amtrak is provided through the Central Valley AT&SF tracks, which pass through Hanford in Kings County. A connecting bus, which makes two round trips per day, provides Amtrak service to Visalia: one from Hanford to Visalia and one connecting cities as far east as Porterville.

For a number of years, there has been interest in Tulare County in receiving Amtrak service directly via the SP track which parallels State Route 99. At this time, the San Joaquin Railway Task Force acts as an advisory committee to Caltrans and is in the process of studying railway improvements throughout the San Joaquin Valley. The possibility of high speed rail passenger service between Los Angeles and the Bay Area traversing the San Joaquin Valley has been studied, and a High Speed Rail Authority has been formed. Currently the High Speed Rail Authority has approved a business plan and is seeking approval and funding to begin the environmental process.

PARKING

Parking is a concern of the City of Visalia. These concerns have been reduced by recent additions to the parking spaces within the City. These additions are a parking structures at the Visalia Mall (northwest corner of Burke Street and Mooney Boulevard), a parking structure at Kaweah Delta Hospital (northeast corner of Mineral King Avenue and Court Street), and a 790 space parking lot at College of the Sequoias. Also a 430 space parking structure is scheduled to open in November of 1999 on Acequia Avenue west of Bridge Street. Some of the parking areas with the City are described in the following paragraphs.

Downtown

Downtown Visalia has been a critical issue over the past few years. In December of 1990, the City of Visalia staff completed the downtown Visalia Parking Management Plan. This plan examined existing parking conditions, parking demand, parking usage, employer/employee surveys, and parking management strategy options. The parking management plan area covered 1.3 square miles in the Central Business District (CBD) of Visalia, and documented a total supply of 10,100 parking spaces. Since this study was completed the Hospital and the City have completed a new parking structures which added 900 spaces. In order keep pace with the growth of the downtown area the City has created 200 new parking spaces by changing current parallel parking on some streets to diagonal parking.

College of the Sequoias

The College of the Sequoias (COS) is a two-year community college located west of Mooney Boulevard (State Route 63) and south of State Route 98. The enrollment at this college has increased over the years and has placed a strain on the parking facilities at the college. In 1998 COS added a 790 space parking lot which brought the total spaces at COS to 1800. In 1999 the City Council passed a parking ordinance which created a permit parking area around COS. This ordinance allows only permitted vehicles to park on residential streets in the designated areas and was aimed at eliminating COS students parking in the residential areas around the COS campus.

Off-Street Parking

The City of Visalia Zoning Ordinance regulates the number of parking spaces needed for each type and size of development. These ordinances are in place to prevent traffic congestion and shortage of curb space. For more detailed information please see the Codified Ordinances chapter 17.34.

TRUCKS AND GOODS MOVEMENT

Section 3012 of the Municipal Code has designated certain streets within the City as Truck Routes. These are streets which allow for through truck movements. Trucks may use all other streets for access to particular destinations, with the exception of certain other streets from which they are expressly prohibited. The following lists are modified from time to time by resolution.

The following streets have been designated as truck routes:

1. Mooney Boulevard between the southerly City limits and State Route 198.
2. Locust Street between Noble Avenue and NW 2nd Avenue.
3. NW 2nd Avenue between Locust Street and West Street.
4. West Street between NW 2nd Avenue and Houston Avenue.
5. Court Street between Noble Avenue and NW 3rd Avenue.
6. NW 3rd Avenue between Court Street and West Street.
7. Dinuba Boulevard between Houston Avenue and the north City limits.
8. NE 3rd Avenue between Court Street and Houston Avenue.
9. All of State Route 198 within the City Limits.
10. Houston Avenue between Santa Fe Street and the easterly City Limit.

For the most part, these streets provide adequate routes for through truck movements within the current City limits. There are isolated locations of industry within the city that are not near a truck route; however, since access to these locations is not restricted, these industries are not limited in their operation.

Visalia has also passed ordinances which prohibit commercial vehicles exceeding a gross weight of 14,000 pounds from using the following streets:

1. Demaree Street between Caldwell and Goshen Avenue.
2. Tulare Avenue between Akers Street and Woodland Street.
3. Tulare Avenue between Central Street and Locust Street.
4. Campus Avenue between Demaree Street and Woodland Street.
5. Burrell Avenue between Mooney Boulevard and Central Street.
6. Prospect Avenue between Mooney Boulevard and Conyer Street.
7. Ferguson Avenue between Dinuba Boulevard and Bridge Street.

8. Linwood Street between Caldwell Avenue and State Route 198.
9. Chinowth Street between Whitendale Avenue and State Route 198.
10. County Center Drive between Caldwell Avenue and State Route 198.
11. Woodland Street between Walnut Avenue and West Main Street.
12. Sallee Street between Beech Avenue and Walnut Avenue.
13. Mooney Boulevard between Goshen Avenue and Riggin Avenue.
14. Central Street between Mineral King Avenue and Burrell Avenue.
15. Giddings Street between Whitendale Avenue and Murray Avenue.
16. All of Giddings Street in the City limits between Houston Avenue and Riggin Avenue.
17. Conyer Street between Walnut Avenue and School Avenue.
18. Court Street between Caldwell Avenue and Tulare Avenue.
19. Court Street between Houston Avenue and Sunnyview Avenue.
20. Burke Street between Paradise Avenue and Noble Avenue.

PEDESTRIANS

Pedestrian circulation is generally provided via sidewalks on most Circulation Element roadways. Sidewalks are generally more prevalent in the downtown area and become less prevalent in outlying areas. Sidewalks are constructed adjacent to new development as a requirement of subdivision approval. Pedestrian access is critical in commercial and residential areas, providing connectivity for transit. Pedestrian access is not as important in agricultural or rural areas.

III. Goals, Objectives, and Policies

III. GOALS, OBJECTIVES, AND POLICIES

This chapter presents goals, objectives, and implementing policies for the Circulation Element. It expands and modifies the policies previously adopted by the City of Visalia in the 1989 Circulation Element and the 1991 Land Use Element. The purpose of the goals, objectives, and implementing policies is to present a comprehensive set of policies that govern the interface between land use, transportation, and air quality and to guide development of future transportation facilities.

The Circulation Element of the Visalia General Plan has five goals, each with a series of objectives, implementing policies, and standards. These categories are defined below:

Goal - a vision of conditions related to public health, safety, or general welfare toward which the City directs planning and implementation.

Objective - a specific condition which is an intermediate step in attaining a goal. Several objectives may relate to a goal.

Implementing Policy - a specific policy statement that guides decision-making and suggests actions to be carried out in meeting objectives and attaining goals. Policies can be broad in scope or directed at specific sites or resources.

Meeting the transportation needs of an increasingly mobile public is an important concern of Visalia. However, care must be taken to assure that the type of transportation facilities required to move people and goods will not degrade the quality of life. Therefore, the overall purpose of the Circulation Element is to provide efficient transportation facilities while maintaining the social, economic, and environmental goals of the City and other responsible agencies.

The City's transportation system is an integral part of the overall land use and air quality planning process for the County. This system must also function as a component of the Regional Transportation System and conform to air quality goals. It must also integrate alternative modes of transportation such as transit, rail, aviation, and bikeways. The following policies are intended to direct City efforts in promoting this integration of the transportation system with county-wide land use and air quality policies, alternative transportation modes, and the Regional Transportation System.

Where implementing policies have been included from other documents, a (1), (2), (3), etc., will appear at the end of the policy statement to indicate one of the following documents:

- (1) 1989 Circulation Element, City of Visalia
- (2) 1991 Land Use Element, City of Visalia
- (3) 1990 Regional Transportation Plan, TCAG/TPA
- (4) Visalia City Coach Short Range Transit Plan
- (5) Bikeways Plan
- (6) San Joaquin Valley Unified Air Pollution Control District (SJVUAPCD) Attainment Plan

Other documents were also used to provide guidance in the preparation of these goals, objectives, and policies. These include the Open Space, Conservation, Parks and Recreation Element, and the draft Airport Master Plan.

Goal 1:	Provide an integrated transportation system for the safe and efficient movement of people and goods in the Visalia planning area. This system shall enhance the physical, economic, and social environment of the city.
----------------	--

Objective:

- 1.1 Develop and maintain a road system which is convenient, safe, efficient, and cost effective.**

Implementing Policies:

- 1.1.1 Utilize the Circulation Element Map to identify the facilities and level of access necessary to serve the specific existing and proposed land uses designated in the General Plan Land Use Element and to satisfy other regional travel needs.
- 1.1.2 Provide transportation facilities which facilitate the balanced use of all travel modes that address the transportation needs of all ages and provide mobility for a variety of trip purposes. These transportation facilities, where appropriate, shall meet the following transportation needs or modes: vehicular, freight movement, transit, pedestrian, and bicycle.
- 1.1.3 Provide an acceptable level of service (LOS) to the community by designating LOS D as defined in the latest edition of the *Highway Capacity Manual* published by the Transportation Research Board of the National Research Council as the minimum acceptable level of service at which arterial streets and collector streets should operate during peak hours. These arterials and collectors are required to serve existing and proposed land uses depicted on the Land Use Element map. Designate all new facilities in these categories to operate at this level or better for a period of at least 20 years following construction of planned improvements. The only exceptions shall be the following:
1. For the street segments shown in Table V-1 as being projected to operate at worse than LOS D, the levels of service shown in the table shall be considered acceptable.
 2. Although the analyses conducted when preparing this Circulation Element did not include evaluation of future intersection operations, it is anticipated that an LOS worse than "D" will unavoidably occur in the future at some intersections. Although every reasonable effort is to be expended to achieve LOS D or better, the Public Works Director may find that it is not feasible to achieve LOS D. The result will be LOS E in most of these cases, but may even be LOS F at some locations. Examples of locations where LOS D may not be achievable include intersections of street segments projected to operate at levels of service worse than "C" and, possibly, freeway ramp intersections.
- 1.1.4 Maintain a high level of intergovernmental coordination and citizen participation in the transportation planning process.
- 1.1.5 Assure that each addition to the transportation system is a usable link on the total system and that new routes and links are coordinated with existing routes to ensure that each new and existing roadway continues to function as it was intended.

- 1.1.6 Require or provide adequate traffic safety measures on all new and existing roadways. These measures may include, but shall not be limited to: appropriate levels of maintenance, proper street design, traffic control devices (signs, signals, and striping), street lights, and coordination with school districts to provide school crossing signs and protection.
- 1.1.7 Give priority to funding and implementing projects which either complete links on the transportation system or relieve existing deficiencies.
- 1.1.8 Designate certain public thoroughfares as Freeways, Major Arterials, Arterials, and Collectors (see definition in Chapter 2). All public thoroughfares not so designated are deemed to be local facilities.
- 1.1.9 Local streets shall not carry an unreasonable level of through traffic. Should it be determined that a local street is carrying an unacceptable level of through traffic, the City may take appropriate means to reduce traffic through creation of one-way traffic flows, installation of traffic diversion devices, roadway undulations, and/or any other means deemed to be acceptable under the Vehicle Code of the State of California.
- 1.1.10 Arterial streets shall be built at a typical separation of one (1) mile with a variable right-of-way width of 84-110 feet. (1)
- 1.1.11 Collector streets shall be built at a typical separation of one mile (typically between adjacent arterial streets), with a variable right-of-way width of 60-84 feet. (1)
- 1.1.12 Develop arterial and collector street standards which provide adequate capacity for their appropriate function. These standards shall be incorporated into City improvement plans. (1)
- 1.1.13 Median break and driveway standards for arterial and collector streets directly affect the performance of these roadways. The City shall develop standards to facilitate the proper operation of these roadways.
- 1.1.14 Facilitate circulation within the City by improving the traffic carrying capacity of existing arterials and construction of new arterial thoroughfares.
- 1.1.15 Update right-of-way and construction widths for all street classifications from local to major arterial facilities to reflect street classifications in the Circulation Element. (1)
- 1.1.16 Promote phased construction of major arterials where sufficient right-of-way width is obtained for ultimate future needs, but street construction width is adequate to meet present need (5-10 year), thereby avoiding maintenance costs resulting from unused pavement. (1)
- 1.1.17 Acquire right-of-way within older areas of the city to aid the flow of arterials. The benefits of improved traffic shall be weighed against the negative impacts of widening on the neighborhood. (1)
- 1.1.18 Require special analysis, as a condition of development, of surrounding arterials, collectors, access roads, and regionally significant roadways for all major traffic generators to assure that citywide traffic service levels are maintained. (1)

- 1.1.20 Implement an active policy of consolidating driveways, access points, and curb cuts along existing arterials when a change in development or a change in intensity occurs or when traffic operation or safety warrants. (1)
- 1.1.21 Approve and build streets using City of Visalia Design Standards as a guideline.
- 1.1.22 Require additional right-of-way and additional improvements of Circulation Element facilities where needed for turning movements or to provide access to adjacent properties wherever access is not feasible from the lower classification street system.
- 1.1.23 Provide attractive streets designed to serve a broad spectrum of travel modes as well as automobiles.
- 1.1.24 Preserve historic tree stand as well as individual trees to the greatest extent possible.

Objective:

- 1.2. **Promote the development of inter- and intra-regional transportation facilities, including railroad passenger and freight usage.**

Implementing Policies:

- 1.2.1 Support continued freight service in Tulare County, specifically development of freight rail service within close proximity to agricultural processing industries.
- 1.2.2 Support regional and statewide efforts to extend passenger rail service to Los Angeles and Sacramento.
- 1.2.3 Support local and regional efforts to provide passenger rail service between Porterville and Huron (Cross-Valley Rail Study).

Objective:

- 1.3. **Provide a transportation system which effectively transports goods.**

Implementing Policies:

- 1.3.1 Orient non-delivery truck traffic along designated arterial streets to avoid adverse impacts between the transportation system and residential development. (1)
- 1.3.2 Prohibit the use of arterial streets for freight loading and unloading.

Objective:

- 1.4. **Promote the growth and use of airports to satisfy projected aviation demand.**

Implementing Policies:

- 1.4.1 Continue to upgrade the service capacity of the Visalia Municipal Airport, since the Airport serves both Tulare and Kings Counties and is the only air carrier airport. Discourage land uses surrounding the airport which would reduce its ability to function as an element of the transportation system. (1)

Goal 2:	Consider all modes of transportation as an integral component of the City's transportation system. These modes include mass transit (public and private bus, passenger rail, and taxi systems), air transportation, and non-motorized transportation (pedestrian and bicycle).
----------------	---

Objective:

- 2.1 Develop and maintain a coordinated mass transportation system which will encourage increased transit use through convenient, safe, efficient, and cost-effective services.**

Implementing Policies:

- 2.1.1 Seek cooperation with Tulare County Association of Governments Transportation Planning Agency (TCAG/TPA) and Visalia City Coach to attain a balance of transportation opportunities. This shall include the establishment of criteria to implement transit improvements, development of short and long range transit service plans, evaluation and identification of needed corridor improvements, transit centers, and park-and-ride lots with amenities for bicyclists.
- 2.1.2 Provide adequate (based on adopted transit policies) transit facilities, including bus turn-outs along arterials when needed, and bus stop amenities including, but not limited to, lighted shelters, benches, telephones, and route information signs.
- 2.1.3 Work with the countywide transit systems to establish transit stops adjacent to community regional parks, senior housing facilities, areas with a high concentration of medical facilities, major employment centers, and major retail and commercial centers.
- 2.1.4 Give a high priority to public transportation systems which are responsive to the needs of commuters, the elderly, persons with disabilities, the youth, and low income citizens. (1)
- 2.1.5 Provide public facilities with shared parking and access to mass transit.
- 2.1.6 Promote efficient and conveniently located transportation facilities such as an intermodal terminal and mass transit transfer center.
- 2.1.7 Promote all modes of transportation, including passenger rail, bus, bicycling, walking, ridesharing, etc., for the development of alternatives to the single occupant vehicle. The role of the Transit Advisory Committee should be modified to promote and advocate alternative ideas. (1)

Objective:

- 2.2 Encourage bicycle usage in Visalia for commuting and recreational purposes.**

Implementing Policies:

- 2.2.1 Require that collector streets which are identified to function as links for the bicycle transportation system be provided with Class II bikeways (bike lanes) or show an alternative route. In such cases, the City shall accommodate cyclists on these identified streets by widening the street or eliminating on-street parking wherever possible.

- 2.2.2 Cooperate with other agencies to provide connection and continuation of bicycle corridors.
- 2.2.3 Integrate the bicycle transportation system into the transportation system considering the following:
 - a. Development shall provide short term bicycle parking and long term bicycle storage facilities, such as bicycle racks, stocks and rental bicycle lockers. Provision of bicycle storage facilities shall apply to medium and high density residential developments, as well as to commercial office and industrial developments and youth centers; and
 - b. Development shall provide safe and convenient bicycle and pedestrian access to high activity land uses such as schools, parks, shopping, employment, and entertainment centers.
- 2.2.4 Seek funding at the private, local, state, and federal levels for the expansion of the bicycle transportation system.
- 2.2.5 Provide safe and efficient multi-use corridors which encourage bike use as a method of implementing the Bikeway Master Plan. (1)
- 2.2.6 Consider the use of bicycles during the design and implementation of the street system.
- 2.2.7 Update and maintain a bikeway plan. These routes shall connect residential areas with schools, parks, recreation areas, major employment centers, and neighborhood commercial centers.

Objective:

2.3 Encourage pedestrian accessibility.

Implementing Policies:

- 2.3.1 Locate sidewalks, pedestrian paths, and appropriate crosswalks to facilitate access to all schools and other areas with significant pedestrian traffic. Whenever feasible, pedestrian paths shall be developed to allow for unobstructed pedestrian flow from within a neighborhood. (1)
- 2.3.2 Require, where security walls or fences are proposed for residential developments along arterial or collector streets, that pedestrian access be provided between the arterial or collector and the subdivision to allow access to transit vehicles operating on an arterial or collector street. (1)
- 2.3.3 Promote safe, convenient, and accessible pedestrian access ways within the community. (1)
- 2.3.4 Require construction of minimum four foot wide sidewalks. The placement of the sidewalk shall be in accordance with adopted standards.
- 2.3.5 Encourage the inclusion of green belts and common open space for pedestrian use within the residential development areas.
- 2.3.6 Require pedestrian facilities along all streets except for certain situations, such as industrial and rural residential areas.

Goal 3:	Develop and promote alternative transportation strategies designed to reduce vehicle trips and improve traffic flow.
----------------	---

Objective:

- 3.1 Maximize the use and efficiency of the existing transportation system through application of Transportation System Management (TSM) strategies.**

Implementing Policies:

- 3.1.1 Interconnect traffic signals, where feasible, to form area networks or corridor systems. These systems shall be timed to facilitate the flow of through traffic on the arterial system and other street where appropriate, thus enhancing the movement of vehicles and goods through the City, while reducing fuel consumption and air pollution.
- 3.1.2 Pursue Transportation System Management (TSM) as an applicable strategy for the mitigation of traffic and parking congestion. Public transit, traffic management, ride sharing, and parking management shall be used to implement TSM strategies.
- 3.1.3 Where feasible, space traffic signals no closer than one-quarter mile along two-way arterials except in unusual circumstances. The intersections of arterial and collector streets and access driveways to major traffic generators which are signalized shall be located so as to maintain this spacing.
- 3.1.4 Maintain priorities adjacent to curbs that consider, in descending order, the needs of through traffic, transit stops, bus turnouts, passenger loading needs, bike lanes, and short and long term parking.

Objective:

- 3.2 Minimize demand during the peak period by using Transportation Demand Management (TDM) strategies.**

Implementing Policies:

- 3.2.1 Encourage the reduction of vehicle miles traveled and the total number of daily and peak hour vehicle trips and provide better utilization of the transportation system through development and implementation of TDM and TSM strategies. These may include the implementation of voluntary peak hour trip reduction, implementation of staggered work hours, utilization of telecommunications, increased development of employment centers where transit usage is viable, increased use of ridesharing in the public and private sectors, provision for park and ride facilities adjacent to the regional transportation system, and provision for transit subsidies.
- 3.2.2 Encourage the use of trip reduction and vehicle miles traveled reduction strategies identified by Transportation Demand Management and Transportation Systems Management programs.

Objective:

- 3.3 Provide adequate parking to accommodate demand in Visalia.**

Implementing Policies:

- 3.3.1 Require that adequate off-street parking be provided for all development consistent with the Land Use Element and Zoning Ordinance.
- 3.3.2 Evaluate parking standards to ensure that parking requirements are satisfied within walking distance (approximately ¼ mile) of development and so that arterial streets do not separate parking from the parking demand generators. (1)
- 3.3.3 Discourage the use of on-street parking where inappropriate outside of the Central Business District. (1)
- 3.3.4 Discourage non-residential parking on residential streets. (1)
- 3.3.5 Encourage multi-level parking facilities near major traffic generators where possible. (1)
- 3.3.6 Implement the latest Downtown Parking Management Plan. (1)

Goal 4: Participate in and assist with coordinating regional efforts which integrate the City's transportation system with the 1998 Regional Transportation Plan (RTP).

Objective:

- 4.1 Ensure compatibility between circulation and transportation systems in Visalia and adjacent jurisdictions.**

Implementing Policies:

- 4.1.1 Cooperate with the adjacent communities and agencies such as the Federal Government, State Department of Transportation (Caltrans District 6), Tulare County and surrounding jurisdictions (Kings, Fresno, and Kern Counties) to provide the maximum compatibility of adopted circulation elements and regional facility plans.
- 4.1.2 Coordinate rates, bus stops, schedules, fares, marketing information, and other transit area considerations to ensure compatibility between the transit system in Visalia and other regional mass transportation systems.

Objective:

- 4.2 Provide an efficient system for regional travel that minimizes impacts on local streets and arterials.**

Implementing Policies:

- 4.2.1 Work with TCAG/TPA to ensure that the Regional Transportation Plan is consistent with Visalia's Land Use policies.
- 4.2.2 Work with the San Joaquin Valley Unified Air Pollution Control District in developing appropriate Transportation Control Measures (TCMs) contained in the Air Quality Attainment Plan.

Goal 5: Plan and develop an efficient transportation system to promote the orderly development of Visalia.

Objective:

- 5.1 Plan and develop a transportation system for Visalia which contributes to community livability, recognizes and respects community characteristics (natural and man-made), and minimizes negative impacts on adjacent land uses.**

Implementing Policies:

- 5.1.1 Review all land development proposals in Visalia to assure consistency with the Circulation Element. (1)
- 5.1.2 Require all residential subdivisions to be designed to discourage use of local streets as a bypass to congested arterials. When feasible, require all access to residential development to be from collector streets. (1)
- 5.1.3 The City shall:
- a. Require that developments provide arterial, collector and local street improvements according to City design standards.
 - b. Require that developments dedicate necessary rights-of-way when subdivision or development of property adjacent to or straddling Circulation Element streets is proposed.
 - c. When feasible, require that developments provide all necessary grading, installation of curbs, gutters, sidewalks, and parkway tree planting.
 - d. Require that developments provide half-width street improvements plus a distance beyond the centerline in accordance with City standards and guidelines.

- 5.1.4 Require that proposed developments make necessary offsite improvements if the location and traffic generation of a proposed development will result in congestion on major streets or failure to meet LOS D during peak periods or if it creates safety hazards. Such improvements may be eligible for credit or reimbursement from traffic impact fees. In some cases, the development may be required to wait until financing for required offsite improvements is available. In other cases where development would result in unavoidable impacts, appropriate findings of overriding consideration would be required to allow temporary undesirable levels of service.
- 5.1.5 Encourage proposed major commercial developments to design projects which minimize construction along the adopted set-back line.
- 5.1.6 Where feasible, require that arterial streets skirt residential areas to ensure that the resulting transportation system minimizes social and economic disruptions to the neighborhoods while allowing access to public transportation.
- 5.1.7 Require that where arterial and collector streets are necessary, residential development shall be oriented away (side-on or rear-on) from such streets and be properly buffered so that, as a result, traffic carrying capacity of the street will be preserved and the residential environment will be protected from the adverse characteristics of the street.
- 5.1.8 Require that adequate access be provided to high intensity land use areas such as employment centers, shopping areas, and recreation facilities.
- 5.1.9 Require that future commercial developments or modifications to existing developments be designed with limited points of automobile ingress and egress, including shared access, onto major streets.
- 5.1.10 Promote traffic safety by requiring that ingress and egress to shopping centers be carefully designed. Left turn movements into and out of commercial areas shall be minimized and existing points of automobile ingress and egress, including shared access, shall be consolidated wherever possible. Left turn movements into commercial areas from divided arterials, shall be justified by demonstrating substantial reduction in U-turns at arterial roadways or demonstrating other traffic and circulation benefits.
- 5.1.11 Require that arterials and collectors in areas of existing development be built to standards consistent with policies which reduce impacts on adjacent properties.
- 5.1.12 Require, where possible, that arterials and collectors form four-leg, right-angle intersections. Jogged, offset, and skewed intersections at major streets in near proximity shall be avoided where possible.
- 5.1.13 Encourage multi-level parking structures adjacent to major traffic generators. (2)

Objective:

- 5.2 **Promote ways to reduce the number of peak hour trips and vehicle-miles traveled in the planning area.**

Implementing Policies:

- 5.2.1 Require that new developments along arterials and collectors (which have reached capacity) mitigate traffic impacts associated with their improvements.

Objective:

- 5.3 Encourage land use planning which balances the location of housing and employment centers in the planning area.**

Implementing Policies:

- 5.3.1 Develop a method to reduce parking requirements for development proposals which integrate transit facilities and bike facilities in areas with demonstrated shared parking and/or in association with transportation management systems.

Objective:

- 5.4 Implement a monitoring and evaluation program that will provide the data and planning needed to develop an effective and coordinated Capital Improvement Program (CIP) which will provide circulation improvements in concert with development trends.**

Implementing Policies:

- 5.4.1 Monitor traffic volumes periodically on selected street segments and at selected intersections to determine if there has been a significant increase in volumes which may result in degradation of level of service. Where an increase causes the segment or intersection to approach the minimum level of service specified in the Circulation Element, additional counts and studies shall be conducted and an improvement plan shall be developed and implemented. (2)
- 5.4.2 Make one of the following findings when considering proposed developments: (2)
- a. That the transportation system segments, intersections, and interchanges impacted by a proposed development will operate above the minimum level of service specified in the Circulation Element with other approved plus proposed project-added traffic, or that there will not be a net degradation of the resulting level of service. Where proposed projects are not contiguous with existing development within the City, traffic/circulation analyses shall address the cumulative impacts of the project plus all intervening undeveloped areas.
 - b. That project(s) criteria for inclusion in the five-year CIP will be based on providing sufficient capacity on the transportation system segments, intersections, and interchanges impacted by the proposed development so that the system will operate at or above the minimum level of service specified in the Circulation Element with other approved plus proposed project-added traffic.

IV. Future Conditions

IV. FUTURE CONDITIONS

INTRODUCTION

Development of the future circulation system was an iterative process, entailing the identification of alternative systems and the testing of these alternatives through the use of the Tulare County Traffic Model, developed by the Tulare County Association of Governments/Transportation Planning Agency (TCAG/TPA). This model simulated traffic flow patterns for different combinations of land use and circulation system variables, generating predicted traffic flows on each street segment studied. These traffic flows were then evaluated with respect to planned street improvements to determine projected level of service. The results from each iteration suggested modifications to be incorporated into the next iteration. The modeling process and alternatives tested are discussed in this chapter, and the resulting transportation system master plan, as well as related topics such as parking, bicycles, and pedestrians, are addressed in the next chapter.

TRAFFIC MODELING

The 1980 Tulare County Traffic Model was calibrated/validated (developed to reflect actual traffic/travel conditions in 1980) by TCAG/TPA. This model formed the basis for development of future year models including the 1990 and 2020 Traffic Models. Upon completion of the 1990 U.S. Census, the 1990 Traffic Model was developed based upon the 1980 calibrated/validated model. The 1990 model was adjusted, where appropriate, to reflect known 1990 traffic/travel conditions which had changed since 1980. Once the 1990 Traffic Model was completed it was used to form the basis for development of the future year (Year 2020) model.

The Year 2020 Traffic Model was developed to reflect planned growth and development in the County, including planned land uses depicted in the City of Visalia Year 2020 General Plan Land Use Element. Such development included planned growth depicted by the Farmersville Redevelopment Plan, the Goshen Community and Redevelopment Plans, the City of Tulare General Plan, and the Mooney Boulevard Corridor Concepts Area Plan. In addition, planned growth was assumed to occur in and adjacent to the Patterson Tract. Future year (2020) growth and development for each of these areas, as well as other incorporated and unincorporated communities in the County, was prepared considering historical growth patterns, Department of Finance population and housing projections, and overall County employment projections. The result of this process was an allocation of "optimum" growth and development to all communities in Tulare County.

DEVELOPMENT OF CIRCULATION SYSTEM ALTERNATIVES

During development of the Circulation Element Update, between 75 and 80 alternative model runs were made by City of Visalia staff using the Tulare County Traffic Model. The various alternative model runs included analysis of additional lane improvements along selected streets and highways, the identification of extended street and highway facilities or new facilities along new alignments, the reclassification of various streets and highways (such as from collector to arterial, etc.), and the relocation of some facilities to new alignments. The four selected Element alternatives are further described later in this chapter.

The primary objective of the Traffic Model alternatives analysis was to identify which alternatives would achieve acceptable levels of service along all streets and highways to be designated in the Year 2020 Circulation Element. For this purpose, the desirable LOS was identified as "D".

Every effort was then made to provide necessary street and highway improvements which would improve facilities with deficient levels of service. To improve vehicular delay and reduce congestion, street and road improvements were "tested" (through the alternative model analysis) until acceptable levels of service were most nearly achieved. It should be noted that the desirable LOS was initially defined as "C". However, detailed evaluation of various street improvement alternatives led to the conclusion that achievement of LOS C throughout the circulation system would entail extensive improvements and right-of-way acquisition that would be prohibitively expensive. The desirable LOS was therefore defined as "D", with LOS E unavoidably occurring at some locations.

As the alternatives were developed, each alternative was analyzed and reviewed by the City of Visalia Circulation Element Technical Advisory Committee (TAC). The TAC's review focused on the relative improvement in LOS along selected facilities and resulted in the identification of four (4) viable Project Alternatives out of the 75 to 80 alternatives developed. The large number of alternatives not considered to be viable were set aside from further analysis for one or more of the following reasons:

- alternatives may have resulted in increased vehicular delay, traffic congestion, and reduced level of service (LOS);
- alternatives may have not resulted in any significant improvement in delay or LOS either along the street and highway system where the improvements were added to the model or along adjacent facilities expected to be improved by the alternatives; and/or
- other alternative improvements were considered to be more "cost-effective" and resulted in improved LOS and reduced vehicular delay.

LEVEL OF SERVICE ANALYSIS

Once traffic modeling was completed for each alternative, an LOS evaluation process was initiated. That process involved identifying the following data variables used to assist with analyzing LOS:

- average annual daily traffic (AADT) were referenced from traffic model results for each alternative;
- street and highway classification;
- planned number of lanes (lanes were identified from model network data for each alternative);
- the average number of signalized intersections along street and highway segments in the Urban Area for each alternative (signalized intersections were identified from existing inventories and the locations of future signals were developed by staff considering existing conditions);
- the posted speeds along street and highway segments (speed data was referenced from City of Visalia inventories and/or from field observations); and
- other necessary LOS variables (saturation flow, effective signal green time, the availability of left turn lanes and median islands, etc.) were identified from existing inventories and by using LOS variable default values provided by the LOS methodology program used to derive LOS.

The LOS was calculated using the Modified Highway Capacity Manual (HCM) LOS Tables (also known as the Florida Tables). However, default LOS variables in the Florida Tables were adjusted to reflect San Joaquin Valley conditions. A list of the LOS default variables applied during development of the LOS analysis for each Project Alternative, are provided in Appendix A.

CIRCULATION SYSTEM ALTERNATIVES

As previously described, from the 75-80 alternative model runs emerged four viable project alternatives for detailed evaluation. These four alternatives were incremental in that the second alternative consists of more extensive improvements than the first alternative, and so forth. In fact, even the evaluation process of the project alternative was iterative, with the final circulation system evolving from successive adjustments. The alternatives are described below, in the order in which they were analyzed.

Year 2020 No-Build Alternative

This alternative was developed to determine what impacts might result if the Project (the Year 2020 Circulation Element) is not implemented. To facilitate the analysis of this alternative, the Year 2020 socioeconomic data (expected growth and development) was applied in the traffic modeling process to generate trips. The 2020 trips were then assigned to the Year 1990 circulation system depicted by the 1990 Traffic Model network. Using the 1990 network of streets and highways assumes that no additional system improvements (beyond those built, under construction since 1990, and/or contained in the 1993/94 City of Visalia Capital Improvement Program) would be provided between 1994 and Year 2020, resulting in "No-Build" conditions.

LOS results associated with this alternative are provided in Appendix D-1 and are shown in Figure IV-1. As indicated, there will be numerous existing facilities in the Visalia Urban Area which would experience severe levels of congestion under this alternative. Without planned street and highway improvements, Visalia residents will experience severe delay along streets and highways and at most intersections.

1989 Visalia General Plan Circulation Element Alternative

The 1989 Visalia General Plan Circulation Element was adopted in 1989 and is also considered to be the "No-Project" Alternative as required by the California Environmental Quality Act (CEQA). The modeling analysis utilized Year 2020 socioeconomic data (future growth and development which is applied in the modeling process to generate and attract vehicle trips) and the adopted Year 2010 Circulation Element street and highway system. The street and highway system was revised to reflect Circulation Element amendments adopted by the City since 1989.

Because the 1989 Circulation Element was developed to reflect future year 2010 traffic and circulation conditions, while the adopted Land Use Element reflects 2020 growth and development, it is necessary to update the Circulation Element to provide for General Plan element consistency. This is especially critical with respect to the impact of planned growth and development on the Circulation Element street and highway system, as well as on other modes of transportation such as transit, rail, bikeways, aviation, etc.

LOS results associated with this alternative are provided in Appendix D-2 and are depicted in Figure IV-2. As indicated, there will be several major existing or planned streets and highways in the Visalia Urban Area which would experience severe levels of congestion under this alternative. Without additional improvements or adjustments to the adopted Circulation System, Visalia residents will experience severe delay along the facilities and at numerous intersections.

CITY OF VISALIA — CIRCULATION ELEMENT PROJECT

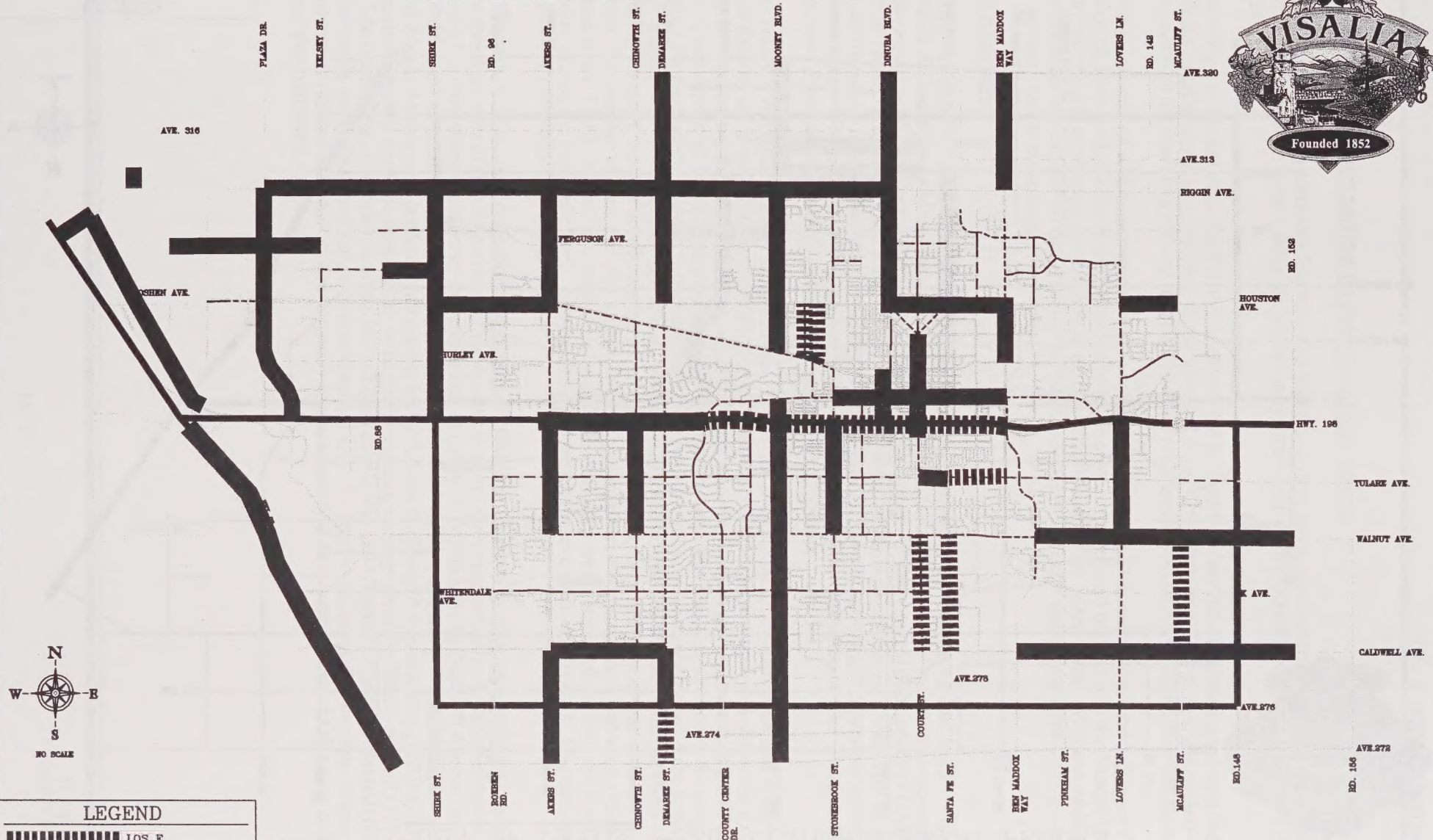


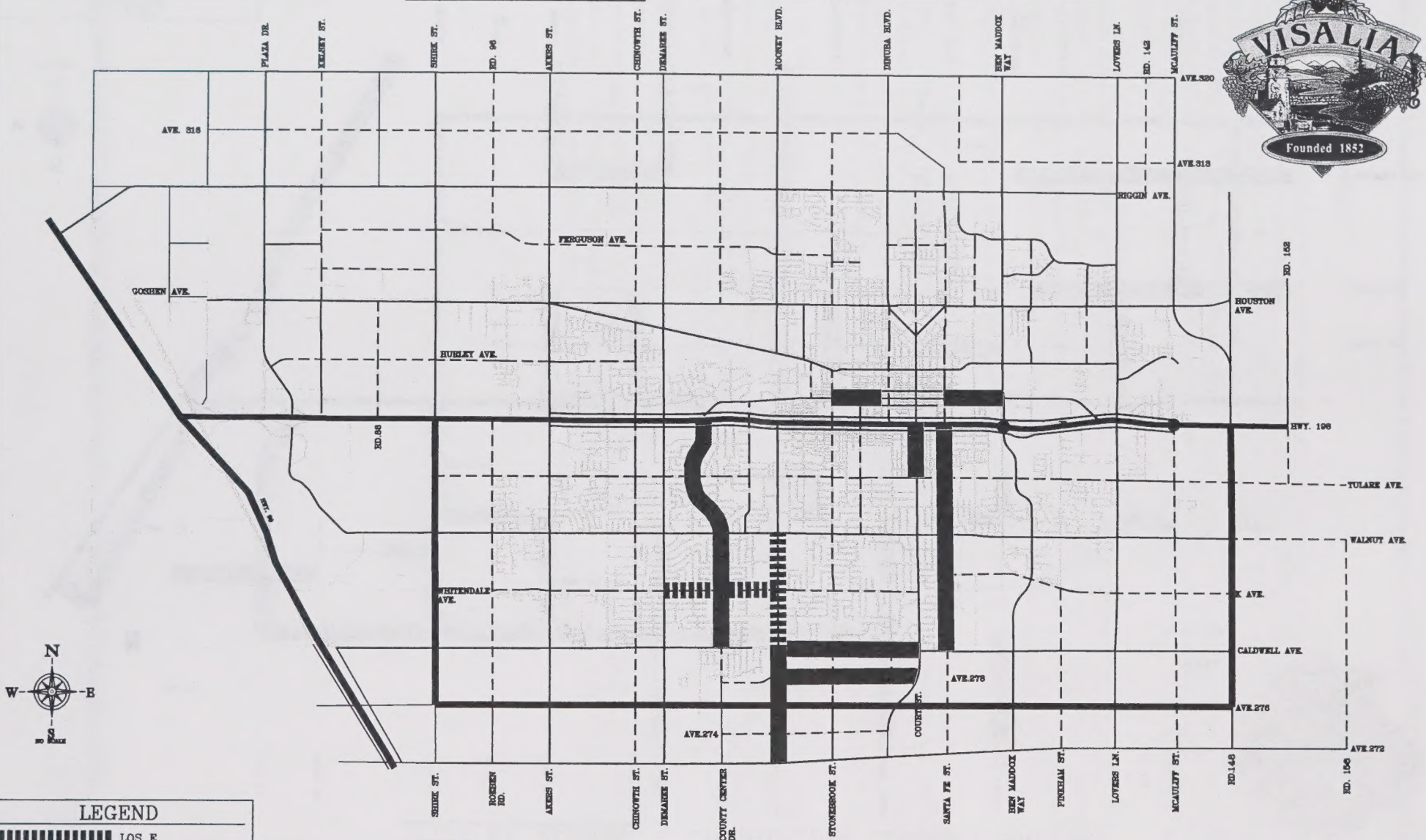
FIGURE IV-1
NO-BUILD ALTERNATIVE

LAND USE DATA SET & CIRCULATION SYSTEM:

2020 Socioeconomic Data VS. 1991 Circulation System

(TUB02B)

CITY OF VISALIA - CIRCULATION ELEMENT PROJECT



LEGEND

- LOS E
- LOS F
- EXISTING ARTERIAL
- EXISTING COLLECTOR
- MAJOR ARTERIAL

FIGURE IV-2
NO PROJECT ALTERNATIVE
1989 ADOPTED CIRCULATION ELEMENT

LAND USE DATA SET & CIRCULATION SYSTEM:

2020 Socioeconomic Data VS. 2010 Circulation System

1991 Visalia General Plan Land Use Element Circulation System

The Visalia General Plan Land Use Element was adopted in 1991 and is considered to be an alternative since the Land Use Element includes a defined circulation system which differs from the adopted 1989 Circulation Element.

The modeling assessment associated with this alternative utilized the Year 2020 socioeconomic data and the Year 2020 circulation system depicted in the adopted Land Use Element. The circulation system was adjusted through the modeling process to reflect adopted revisions to the 1989 Circulation Element network.

LOS results associated with this alternative are provided in Appendix D-3 and are depicted in Figure IV-3. As indicated, there will also be several major existing or planned streets and highways in the Visalia Urban Area which would experience severe levels of congestion under this alternative. Without additional improvements or adjustments to this alternative, Visalia residents will experience severe delay along several major facilities and at numerous intersections.

Project Alternative

The project alternative focuses on constructing arterials and collectors to handle projected traffic volumes. To prevent deficient levels of service, it was necessary to reduce future traffic by reducing home-to-work trips that would be affected by the San Joaquin Valley Unified Air Pollution Control District's (SJVUAPCD) Employer Based Trip Reduction Rule. This voluntary Rule encourages employers with 100 or more employees to reduce trips made by their employees during the commute by achieving 1.5 persons per vehicle occupancy rate. The rate in 1995 for large employers in Visalia, according to the Transportation Management Association (TMA), was approximately 1.22 persons per vehicle.

To take credit in the modeling and LOS analysis process for the amount of trip reduction that is expected from the Rule by the Year 2020, a projection of employees who work for large employers within the County was made, considering the number of existing employees who work for large employers compared to the existing County population. The resulting employee per population rate was then applied to the projected population for the County resulting in the total number of future employees who are expected to be employed by large employers. The estimate was then divided by 1.25 to determine the number of trips which could be reduced. Because the rule is voluntary, a maximum vehicle occupancy rate of 1.25 was assumed by the year 2020. The number of trips was then subtracted from the number of home-to-work and work-other trips estimated by the Traffic Model. Home-to-work and work-other trips were reduced since a majority of these trips occur during the commute hour. The result of this process was a thirteen percent (13%) decrease in home-to-work and work-other trips.

To further reduce delay and congestion along deficient facilities, capacity improvement associated with the relative speed increase of signal synchronization or coordination. Street segments that signal synchronization was applied to were along the Mooney corridor south of Caldwell Avenue, along Caldwell Avenue between Shirk Road and McAuliff, Goshen Avenue between Shirk and Mooney, and along Plaza Drive between SR 198 and Riffin Avenue was applied. According to the Federal Highway Administration (FHWA), signal coordination systems have the potential to increase the existing average speed by fifteen percent (15%) or more. The relative speed or travel time variable is considered by the 1994 Highway Capacity Manual (HCM) to be the single most significant factor in determining LOS. By applying this relative increase in speed to the associated relative increase in lane capacity (approximately 3 to 5 percent), the LOS along critical facilities was improved.

The LOS results associated with the Project Alternative are provided in Table V-1 located on pages V-4 to V-14. As shown in Figure IV-4, the few deficiencies that will exist include:

- Riggin Avenue/Betty Drive from SR 99 to Road 68 (LOS F);
- Shirk Road from Riggin Avenue to Goshen Avenue (LOS F);
- Akers Street from Riggin Avenue to Goshen Avenue (LOS F);
- Goshen Avenue from Akers Street to Demaree Street (LOS F)
- Caldwell Avenue from Court Street to Ben Maddox Way (LOS F)
- Avenue 272 from Mooney Boulevard to Court Street (LOS F)

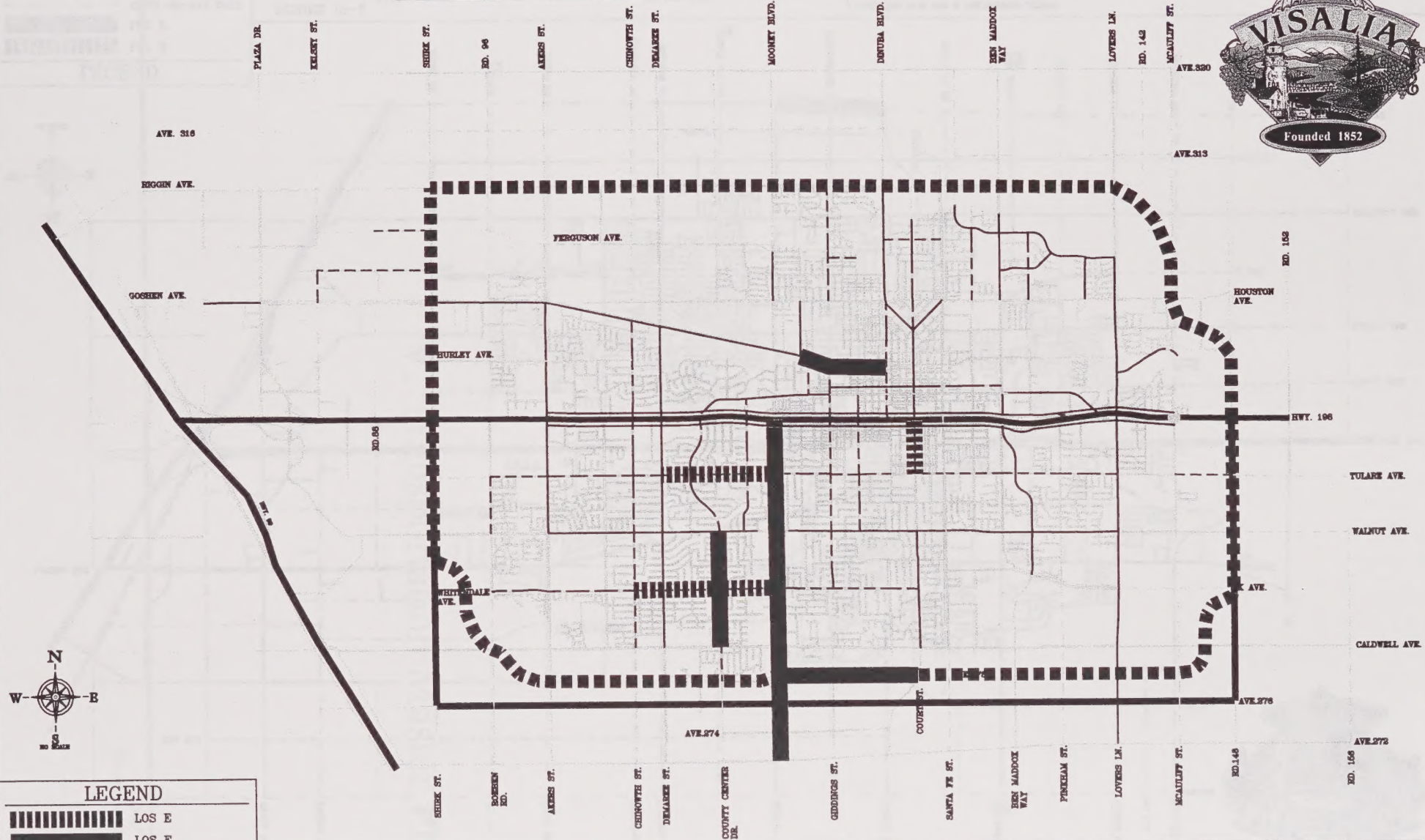
The deficient segments along Riggin Avenue/Betty Drive, Shirk Road, Akers Street, and Avenue 272 will require widening from 2 to 4 lanes. These widening projects are included within the Circulation Element update project list but are expected to reach LOS F before the projects are completed. The segment along Goshen Avenue cannot be widened from 4 to 6 lanes but a signal coordination project from Mooney Boulevard to Shirk Road will improve this section to LOS D.

The deficient segment along Caldwell Avenue cannot be widened from 4 to 6 lanes. A Major Investment Study (MIS) completed in June of 1999 recommended constructing a bypass for Caldwell Avenue. This bypass would be south along Avenue 276 and would reduce the project 2020 average daily traffic and improve this section of Caldwell Avenue to LOS B. Improvements to Avenue 276 are included in the Circulation Element update project list.

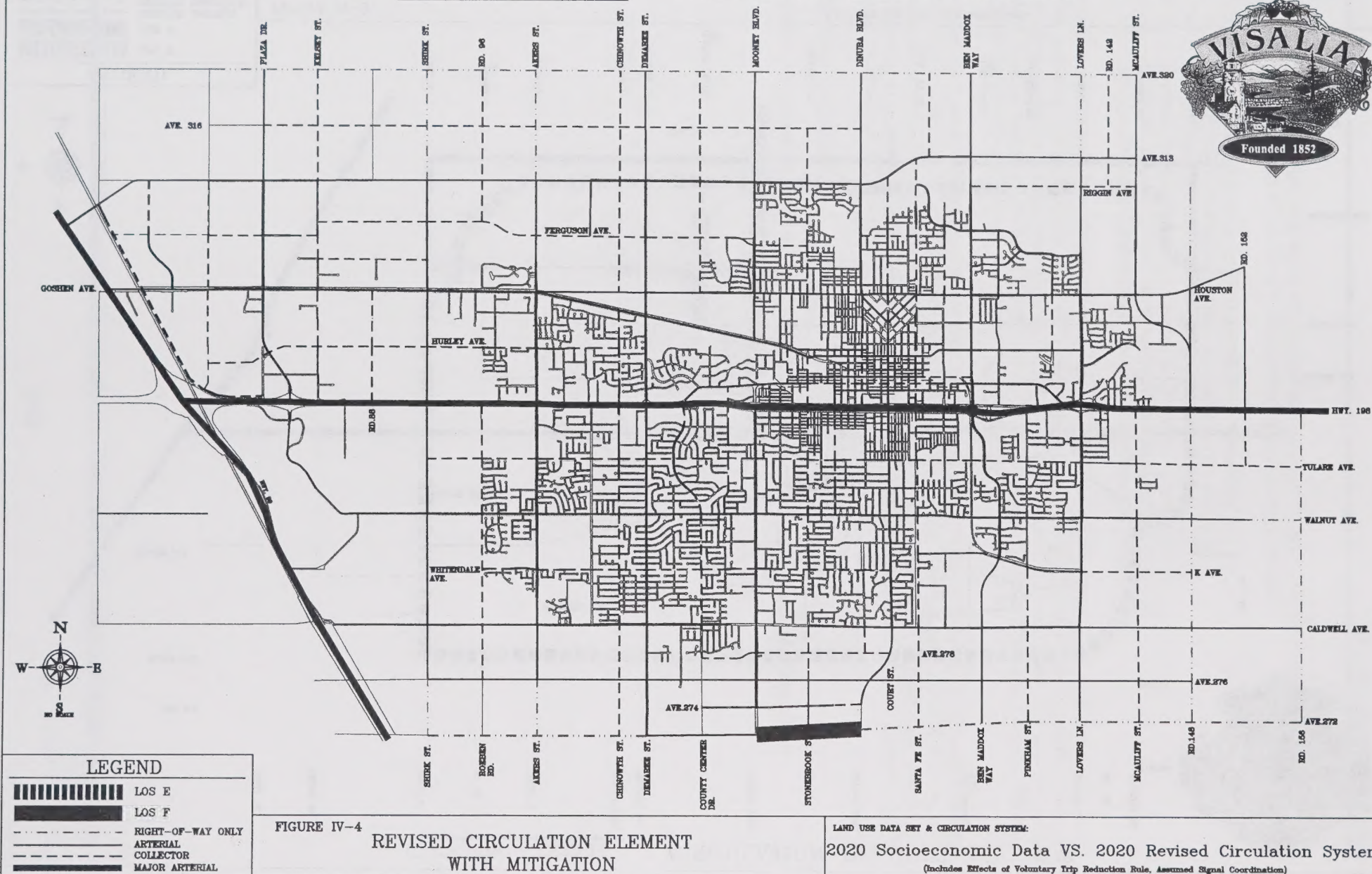
Alternatives Comparison

Appendix D-4 contains a level of service comparison for the four alternatives discussed above.

CITY OF VISALIA - CIRCULATION ELEMENT PROJECT



(TU204C)



V. TRANSPORTATION MASTER PLAN

TRANSIT AND BICYCLE SYSTEMS

The City of Visalia is currently a transit city, with transit services provided by the Visalia Transit Authority (VTA). The VTA provides transit services to the city and surrounding areas, including the Visalia area, the Hanford area, and the Hanford area. The VTA provides transit services to the city and surrounding areas, including the Visalia area, the Hanford area, and the Hanford area. The VTA provides transit services to the city and surrounding areas, including the Visalia area, the Hanford area, and the Hanford area.

The City of Visalia is currently a transit city, with transit services provided by the Visalia Transit Authority (VTA). The VTA provides transit services to the city and surrounding areas, including the Visalia area, the Hanford area, and the Hanford area. The VTA provides transit services to the city and surrounding areas, including the Visalia area, the Hanford area, and the Hanford area.

Public Transit

The City of Visalia is currently a transit city, with transit services provided by the Visalia Transit Authority (VTA). The VTA provides transit services to the city and surrounding areas, including the Visalia area, the Hanford area, and the Hanford area. The VTA provides transit services to the city and surrounding areas, including the Visalia area, the Hanford area, and the Hanford area.

Bicycles

The City of Visalia is currently a transit city, with transit services provided by the Visalia Transit Authority (VTA). The VTA provides transit services to the city and surrounding areas, including the Visalia area, the Hanford area, and the Hanford area. The VTA provides transit services to the city and surrounding areas, including the Visalia area, the Hanford area, and the Hanford area.

Conclusion

The City of Visalia is currently a transit city, with transit services provided by the Visalia Transit Authority (VTA). The VTA provides transit services to the city and surrounding areas, including the Visalia area, the Hanford area, and the Hanford area. The VTA provides transit services to the city and surrounding areas, including the Visalia area, the Hanford area, and the Hanford area.

V. Transportation Master Plan

V. TRANSPORTATION MASTER PLAN

STREET AND HIGHWAY SYSTEM

The 2020 future street system is depicted on Figure V-1, which shows the location of future streets and highways and their functional classification. Table V-1 provides the corresponding listing of projected traffic volumes, number of travel lanes, and level of service for each street segment. It is anticipated that, as traffic volumes increase and improvement projects are developed, intersection improvements will be programmed to facilitate traffic flow along the corridors identified in Table V-1 as having levels of service worse than LOS D. However, it is acknowledged that LOS D may not be achievable at all intersections in the future. For instance, it may not be economically feasible to construct sufficient improvements to improve to LOS D the intersection of two LOS D or LOS E street segments.

Typical cross-sections for the different street functional classifications are shown in Figure V-2 on page V-15. These sections range from as little as 56 feet of right-of-way for a local to as much as 136 feet for a major arterial. Note, however, that these typical sections represent general guidelines; the official sections used for implementation will be those contained in the latest *City of Visalia Improvement Standards*.

PUBLIC TRANSIT

The City currently operates a fleet of 26 buses, offering both fixed route and dial-a-ride service to more than 1,200,000 passengers per year. As growth within the City continues, it is anticipated that there will be increased demand for transit service. For this reason, the City plans to conduct a long range transit study in FY 99-00. Such a study will help to plan for capacity increases, access improvements, route and schedule adjustments, and funding needs, leading to the definition of the City Transit Master Plan. To provide for improved pedestrian access to the transit system, it is anticipated that the long range study will also identify appropriate development standards.

BIKEWAYS

The bikeway system is shown in Figure V-3 on page V-16, and consists of 85.7 miles of Class I, II, and III facilities serving recreational, commuter, and student cyclists. Details regarding location, design standards, funding, and support facilities and programs are contained in the *City of Visalia Bikeway Plan*, adopted in 1993 (City Council Resolution No. 92-175) and incorporated herein by reference. As identified in the *Bikeway Plan*, implementation of the bikeway improvements is anticipated to occur in two phases or as funding becomes available. Summaries of these phased improvements are provided in Tables V-2 and V-3.

AIR SERVICES

Air services for the City of Visalia are provided by the Visalia Municipal Airport. This airport is located in the west section of the City at the intersection of Highway 198 and Highway 99. The first phase in the development of a Master Plan for the Visalia Municipal Airport was completed in June 1998, with the completion of the Airport Role and Activity Forecast report. This report looked at three scenarios for future growth: minimal, moderate, and high. The report also looked at what improvements would be needed at the airport based on the different growth rates. The minimal and moderate growth rates would need minimal if any improvements. The high growth rate assumes the runway is extended to 8,000 feet and the need for the expansion of the terminal, apron and baggage claim.

TABLE V-1
YEAR 2020 SEGMENT LEVELS OF SERVICE-PROJECT ALTERNATIVE

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
<i>FREEWAYS</i>				
STATE ROUTE 99				
BETTY DRIVE/AVE. 328	6 LANES	93251	101100	D
SR 198/BETTY DRIVE	6 LANES	86091	101100	D
CALDWELL/SR 198	6 LANES	81183	101100	D
AVE. 264/CALDWELL	6 LANES	79240	101100	C
STATE ROUTE 198				
ROAD 64/SR 99	4 LANES	23875	67400	B
SR 99/PLAZA DRIVE	4 LANES	41477	67400	C
PLAZA DRIVE/SHIRK	4 LANES	43816	67400	C
SHIRK/AKERS	4 LANES	51775	67400	C
AKERS/DEMAREE	4 LANES	52149	67400	C
DEMAREE/MOONEY	4 LANES	62548	67400	D
MOONEY/LOCUST-CENTER	4 LANES	66639	67400	D
COURT-LOCUST/BEN MADDOX	4 LANES	52859	67400	C
BEN MADDOX/LOVERS LANE	4 LANES	47922	67400	C
LOVERS LANE/McAULIFF	4 LANES	36446	67400	C
McAULIFF/ROAD 148	4 LANES	30372	67400	B
ROAD 148/ROAD 156	4 LANES	28049	67400	B
<i>MAJOR ARTERIALS</i>				
MOONEY (SR63)				
MAIN/SR 198	6 LANES	18763	54000	B
SR 198/WALNUT	6 LANES	39978	54000	C
WALNUT/CALDWELL	6 LANES	41055	54000	C
CALDWELL/AVENUE 272	6 LANES	38282	54000	C
<i>ARTERIALS</i>				
PLAZA				
AVENUE 320/RIGGIN	4 LANES	15715	35900	C
RIGGIN/GOSHEN	4 LANES	24478	35900	C
GOSHEN/HURLEY	4 LANES	33698	35900	D
HURLEY/SR 198	6 LANES	43678	54000	C
SR 198/WALNUT	4 LANES	13294	35900	B

**TABLE V-1
YEAR 2020 SEGMENT LEVELS OF SERVICE-PROJECT ALTERNATIVE**

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
SHIRK				
AVENUE 320/RIGGIN	2 LANES	2898	17800	B
RIGGIN/GOSHEN	4 LANES	23094	35900	C
GOSHEN/SR 198	4 LANES	25192	35900	C
SR 198/WALNUT	4 LANES	22137	35900	C
WALNUT/CALDWELL	4 LANES	19715	35900	C
CALDWELL/AVENUE 276	2 LANES	974	17800	B
AVENUE 276/AVENUE 272	2 LANES	881	17800	B
AKERS				
AVENUE 320/RIGGIN	2 LANES	4870	17800	B
RIGGIN/GOSHEN	4 LANES	18898	35900	C
GOSHEN/SR 198	4 LANES	24897	35900	C
SR 198/WALNUT	4 LANES	30626	35900	C
WALNUT/CALDWELL	4 LANES	22954	35900	C
CALDWELL/AVENUE 272	2 LANES	13671	17800	C
DEMAREE				
AVENUE 320/RIGGIN	2 LANES	11344	17800	C
RIGGIN/HOUSTON	4 LANES	25396	35900	C
HOUSTON/SR 198	4 LANES	30350	35900	C
SR 198/WALNUT	4 LANES	27952	35900	C
WALNUT/CALDWELL	4 LANES	28696	35900	C
CALDWELL/AVENUE 276	4 LANES	31704	35900	C
AVENUE 276/AVENUE 272	4 LANES	14657	35900	B
MOONEY				
AVENUE 320/RIGGIN	2 LANES	8640	17800	C
RIGGIN/HOUSTON	2 LANES	12030	17800	C
HOUSTON/MURRAY	2 LANES	9502	17800	C
DINUBA (SR 63)				
AVENUE 320/RIGGIN	4 LANES	22204	35900	C
RIGGIN/HOUSTON	4 LANES	19094	35900	C
STONEBROOK AVENUE				
CALDWELL/AVENUE 272	4 LANES	6100	35900	B
NW 3RD/NW 2ND (SR 63)				
NE THIRD/MURRAY	3 LANES EACH DIR	19185	54000	C
COURT/LOCUST (SR 63)				
NW SECOND/COURT SO SR 198	3 LANES EACH DIR	32660	54000	C
SO SR 198/TULARE	3 LANES EACH DIR	21930	54000	B

**TABLE V-1
YEAR 2020 SEGMENT LEVELS OF SERVICE-PROJECT ALTERNATIVE**

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
COURT				
TULARE/CALDWELL	4 LANES	17846	35900	C
CALDWELL/AVENUE 272	2 LANES	15369	17800	C
SANTA FE				
AVENUE 313/HOUSTON	4 LANES	5196	15200	B
HOUSTON/MURRAY	4 LANES	2414	15200	B
SR 198/WALNUT	4 LANES	7426	15200	C
WALNUT/CALDWELL	4 LANES	4738	15200	B
CALDWELL/AVENUE 272	4 LANES	5120	15200	B
BEN MADDOX				
AVENUE 320/RIGGIN	4 LANES	11337	35900	B
RIGGIN/HOUSTON	4 LANES	22663	35900	C
HOUSTON/MURRAY	4 LANES	24727	35900	C
MURRAY/SR 198	4 LANES	20173	35900	C
SR 198/WALNUT	4 LANES	29486	35900	C
WALNUT/CALDWELL	4 LANES	24249	35900	C
CALDWELL/AVENUE 272	2 LANES	192	17800	B
LOVER'S LANE				
AVENUE 320/RIGGIN	2 LANES	578	17800	B
RIGGIN/HOUSTON	4 LANES	6299	35900	B
HOUSTON/SR 198 (SR 216)	4 LANES	29404	35900	C
SR 198/WALNUT	4 LANES	21622	35900	C
WALNUT/CALDWELL	4 LANES	25858	35900	C
CALDWELL/AVENUE 272	4 LANES	30445	35900	C
McAULIFF				
AVENUE 320/RIGGIN	4 LANES	477	35900	B
RIGGIN/HOUSTON	4 LANES	6861	35900	B
HOUSTON/MILL CREEK PKWY	4 LANES	9800	35900	B
MILL CREEK PKWY/SR 198	4 LANES	9200	35900	B
ROAD 148				
AVENUE 313/HOUSTON	ROW ONLY	N/A	N/A	N/A
HOUSTON/GOSHEN	4 LANES	578	35900	B
GOSHEN/SR 198	4 LANES	12300	35900	B
SR198/WALNUT	2 LANES	5020	17800	B
WALNUT/CALDWELL	2 LANES	10386	17800	C
CALDWELL/AVENUE 276	2 LANES	3510	17800	B
AVENUE 276/AVENUE 272	2 LANES	3291	17800	B

**TABLE V-1
YEAR 2020 SEGMENT LEVELS OF SERVICE-PROJECT ALTERNATIVE**

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
ROAD 152				
HOUSTON/SR 198	2 LANES	5648	17800	B
AVENUE 320				
ROAD 68/PLAZA DRIVE	2 LANES	6100	17800	B
PLAZA DRIVE/SHIRK	2 LANES	1698	17800	B
SHIRK/AKERS	2 LANES	3316	17800	B
AKERS/DEMAREE	2 LANES	14851	17800	C
DEMAREE/MOONEY	2 LANES	3975	17800	B
MOONEY/DINUBA HWY	2 LANES	3785	17800	B
DINUBA/BEN MADDOX	2 LANES	2937	17800	B
BEN MADDOX/LOVERS LANE	2 LANES	2868	17800	B
LOVERS LANE/McAULIFF	2 LANES	2894	17800	B
RIGGIN/BETTY				
SR 99/ROAD 68	4 LANES	20414	35900	C
ROAD 68/PLAZA DRIVE	4 LANES	14782	35900	C
PLAZA DRIVE/SHIRK	4 LANES	15813	35900	C
SHIRK/AKERS	4 LANES	21150	35900	C
AKERS/DEMAREE	4 LANES	23616	35900	C
DEMAREE/MOONEY	4 LANES	26702	35900	C
MOONEY/DINUBA HWY	4 LANES	26170	35900	C
DINUBA HWY/ST. JOHN'S RIVER	4 LANES	23172	35900	C
ST. JOHN'S RIVER/BEN MADDOX	4 LANES	6001	35900	B
BEN MADDOX/LOVERS LANE	4 LANES	10771	35900	B
LOVERS LANE/MCAULIFF	4 LANES	6766	35900	B
MCAULIFF/ROAD 148	4 LANES	9749	35900	B
ST. JOHNS PRKWY				
SANTA FE/BEN MADDOX	4 LANES	16406	35900	C
BEN MADDOX/LOVERS LANE	4 LANES	10491	35900	B
HOUSTON				
LINWOOD/DEMAREE	2 LANES	12245	17800	C
DEMAREE/MOONEY	4 LANES	13937	35900	B
MOONEY/DINUBA	4 LANES	16094	35900	C
DINUBA/BEN MADDOX	4 LANES	11631	35900	B
BEN MADDOX/LOVER'S LANE	4 LANES	17474	35900	C
LOVER'S LANE/McAULIFF ROAD (SR 216)	4 LANES	30388	35900	C
MCAULIFF/ROAD 152	4 LANES	16454	35900	C

**TABLE V-1
YEAR 2020 SEGMENT LEVELS OF SERVICE-PROJECT ALTERNATIVE**

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
GOSHEN				
ROAD 68/CAMP DRIVE	4 LANES	14534	35900	B
CAMP DRIVE/PLAZA DRIVE	4 LANES	29996	35900	C
PLAZA DRIVE/SHIRK	4 LANES	32762	35900	C
SHIRK/AKERS	4 LANES	35363	35900	C
AKERS/DEMAREE	4 LANES	37348	35900	D
DEMAREE/MOONEY	4 LANES	20359	35900	C
MOONEY/DIVISADERO	4 LANES	29861	35900	C
MURRAY				
DIVISADERO/DINUBA	4 LANES	14100	35900	B
DINUBA/BEN MADDOX	4 LANES	11100	35900	B
BEN MADDOX/LOVERS LANE	4 LANES	6800	35900	B
CENTER				
GIDDINGS/COURT-LOCUST	3 LANES	11904	35900	B
COURT-LOCUST/SANTA FE	3 LANES	10004	35900	B
ACEQUIA				
CONYER/SANTA FE	3 LANES	6498	35900	B
WALNUT				
SHIRK/AKERS	4 LANES	14646	35900	B
AKERS/DEMAREE	4 LANES	20695	35900	C
DEMAREE/MOONEY	4 LANES	21553	35900	C
MOONEY/COURT-LOCUST	4 LANES	21471	35900	C
COURT-LOCUST/BEN MADDOX	4 LANES	21244	35900	C
BEN MADDOX/LOVERS LANE	4 LANES	29304	35900	C
LOVERS LANE/ROAD 152	4 LANES	18323	35900	C
CALDWELL				
SR99/SHIRK	4 LANES	22151	35900	C
SHIRK/AKERS	4 LANES	23937	35900	C
AKERS/DEMAREE	4 LANES	35041	35900	D
DEMAREE/MOONEY	4 LANES (6 Lanes @ Mooney)	35562	54000	C
MOONEY/COURT-LOCUST	4 LANES (6 Lanes @ Mooney)	38377	54000	C
COURT-LOCUST/BEN MADDOX	4 LANES	32000	35900	C
BEN MADDOX/LOVERS LANE	4 LANES	28921	35900	C
LOVERS LANE/ROAD 152	4 LANES	30336	35900	C

TABLE V-1
YEAR 2020 SEGMENT LEVELS OF SERVICE-PROJECT ALTERNATIVE

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
AVE 272				
SHIRK/AKERS	2 LANES	1530	17800	B
AKERS/DEMAREE	2 LANES	2031	17800	B
DEMAREE/MOONEY	2 LANES	7723	17800	C
MOONEY/COURT-LOCUST	2 LANES	20125	17800	F
COURT-LOCUST/BEN MADDOX	2 LANES	4169	17800	B
BEN MADDOX/LOVERS LANE	2 LANES	4169	17800	B
LOVERS LANE/ROAD 148	2 LANES	3776	17800	B
ROAD 148/ROAD 156	ROW ONLY	N/A	N/A	N/A
AVE 276				
SHIRK/AKERS	2 LANES	77	17800	B
AKERS/DEMAREE	2 LANES	295	17800	B
DEMAREE/MOONEY	2 LANES	3868	17800	B
MOONEY/COURT-LOCUST	2 LANES	5106	17800	B
COURT-LOCUST/BEN MADDOX	2 LANES	2718	17800	B
BEN MADDOX/LOVERS LANE	2 LANES	2709	17800	B
LOVERS LANE/ROAD 148	2 LANES	843	17800	B
COLLECTORS				
ROAD 68				
AVE. 320/BETTY DRIVE	2 LANES	1655	15200	B
CAMP DRIVE				
BETTY DRIVE/GOSHEN	2 LANES	9037	15200	C
GOSHEN/PLAZA ALIGNMENT	2 LANES	94	15200	B
ROAD 72				
RIGGIN/GOSHEN	2 LANES	8722	15200	C
ROAD 76				
RIGGIN/GOSHEN	2 LANES	7900	15200	C
GOSHEN/CAMP DRIVE	2 LANES	6800	15200	C
KELSEY				
AVE. 320/RIGGIN	ROW ONLY	N/A	N/A	N/A
RIGGIN/GOSHEN	2 LANES	13031	15200	C
GOSHEN/SR 198	2 LANES	2250	15200	B
ROAD 88				
AVENUE 320/RIGGIN	2 LANES	9110	15200	C
GOSHEN/SR 198	2 LANES	892	15200	B

**TABLE V-1
YEAR 2020 SEGMENT LEVELS OF SERVICE-PROJECT ALTERNATIVE**

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
ROEBEN				
AVE. 320/RIGGIN	2 LANES	6213	15200	C
SR 198/WALNUT	2 LANES	2879	15200	B
WALNUT/CALDWELL	2 LANES	359	15200	B
CALDWELL/AVENUE 272	2 LANES	1144	15200	B
LINWOOD				
AVENUE 320/RIGGIN	2 LANES	3340	15200	B
RIGGIN/HOUSTON	2 LANES	793	15200	B
CALDWELL/AVENUE 272	2 LANES	1181	15200	B
CHINOWTH				
GOSHEN/SR 198	2 LANES	6844	15200	C
SR 198/WALNUT	2 LANES	14563	15200	C
WALNUT/CALDWELL	2 LANES	10739	15200	C
COUNTY CENTER				
AVENUE 320/RIGGIN	2 LANES	2040	15200	B
RIGGIN/HOUSTON	2 LANES	1111	15200	B
SR 198/WALNUT	2 LANES 1 CONT. LEFT	8022	15200	C
WALNUT/CALDWELL	2 LANES 1 CONT. LEFT	9362	15200	C
CALDWELL/AVENUE 272	2 LANES	4514	15200	B
WOODLAND				
MINERAL KING/WALNUT	2 LANES	5278	15200	B
DIVISADERO				
HOUSTON/GOSHEN	2 LANES	8873	15200	C
GIDDINGS				
AVENUE 316/RIGGIN	2 LANES	921	15200	C
RIGGIN/HOUSTON	2 LANES	2584	15200	C
MURRAY/SR 198	2 LANES	9127	15200	B
SR 198/WALNUT	2 LANES	6707	15200	C
WALNUT/WHITENDALE	2 LANES	8996	15200	C
STONEBROOK				
CALDWELL/AVENUE 276	4 LANES	3900	30700	B
CONYER				
MAIN/SR 198	2 LANES	3100	15200	B
SR 198/WALNUT	2 LANES	3185	15200	B
WILLIS				
HOUSTON/MURRAY	2 LANES	12900	15200	C
MURRAY/MINERAL KING	2 LANES	14400	15200	C

**TABLE V-1
YEAR 2020 SEGMENT LEVELS OF SERVICE-PROJECT ALTERNATIVE**

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
COURT				
AVENUE 313/HOUSTON	2 LANES	3931	15200	B
HOUSTON/NE THIRD	2 LANES	3747	15200	B
BURKE				
AVENUE 320/AVENUE 313	2 LANES	5	15200	B
ST. JOHN'S PARKWAY/HOUSTON	2 LANES	3034	15200	B
CAIN				
ST JOHN'S PARKWAY/HOUSTON	2 LANES	3102	15200	B
HOUSTON/MURRAY	2 LANES	2274	15200	B
MURRAY/SR 198	2 LANES	5587	15200	C
PINKHAM				
SR 198/WALNUT	2 LANES	4707	15200	B
WALNUT/CALDWELL	2 LANES	4855	15200	B
CALDWELL/AVENUE 272	2 LANES	6896	15200	C
GODDARD				
ST JOHN'S PARKWAY/HOUSTON	2 LANES	4229	15200	B
HOUSTON/GOSHEN	2 LANES	5044	15200	B
VISTA				
AVENUE 320/RIGGIN	2 LANES	7	15200	B
McAULIFF				
SR 198/WALNUT	2 LANES	2900	15200	B
WALNUT/CALDWELL	2 LANES	2692	15200	B
CALDWELL/AVENUE 272	2 LANES	5862	15200	C
ROAD 152				
SR198/TULARE	2 LANES	2767	15200	B
AVE. 316/PRATT/RIVERWAY				
PLAZA DRIVE/SHIRK	2 LANES	12	15200	B
SHIRK/AKERS	2 LANES	22	15200	B
AKERS/DEMAREE	2 LANES	591	15200	B
DEMAREE/MOONEY	2 LANES	1931	15200	B
MOONEY/DINUBA HWY	2 LANES	2157	15200	B
RIGGIN				
BEN MADDOX/LOVER'S LANE	2 LANES	10771	15200	C
ROAD 138/McAULIFF	2 LANES	6782	15200	C
McAULIFF/ROAD 148	2 LANES	2894	15200	B
SUNNYVIEW				
KELSEY/ROEBEN ROAD	2 LANES	2176	15200	B

**TABLE V-1
YEAR 2020 SEGMENT LEVELS OF SERVICE-PROJECT ALTERNATIVE**

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
VINE/FERGUSON				
CAMP DRIVE/KELSEY	2 LANES	7126	15200	C
ROEBEN ROAD/DEMAREE	2 LANES	876	15200	B
DEMAREE/MOONEY	2 LANES	3187	15200	B
MOONEY/SANTA FE	2 LANES	2582	15200	B
DOE				
KELSEY/SHIRK	2 LANES	8336	15200	C
SHIRK/AKERS	2 LANES	6942	15200	C
MILL CREEK PKWY				
LOVERS LANE/MCAULIFF	2 LANES	5100	15200	B
HURLEY				
ROAD 76/PLAZA DRIVE	2 LANES	2200	15200	B
PLAZA/SHIRK	2 LANES	4161	15200	B
SHIRK/AKERS	2 LANES	2643	15200	B
AKERS/CHINOWTH	2 LANES	2762	15200	B
CENTER				
SANTA FE/BEN MADDOX	2 LANES	3529	15200	B
MAIN				
GIDDINGS/WILLIS	2 LANES	9590	15200	C
WILLIS/SANTA FE	2 LANES	8466	15200	C
SANTA FE/BEN MADDOX	2 LANES	9218	15200	C
ACEQUIA				
SANTA FE/BEN MADDOX	2 LANES	3588	15200	B
MINERAL KING				
AKERS/DEMAREE	2 LANES	6496	15200	B
DEMAREE/MOONEY	2 LANES	4563	15200	B
MOONEY/WILLIS	2 LANES	8906	15200	B
WILLIS/SANTA FE	3 LANES	8906	30700	B
SANTA FE/BEN MADDOX	3 LANES	12605	30700	C
BEN MADDOX/LOVERS LANE	3 LANES	5328	30700	B
LOVERS LANE/MCAULIFF	2 LANES	7748	15200	B

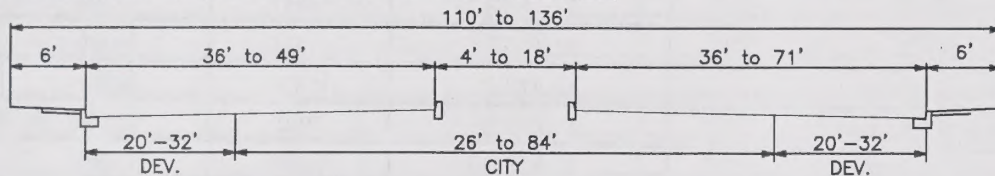
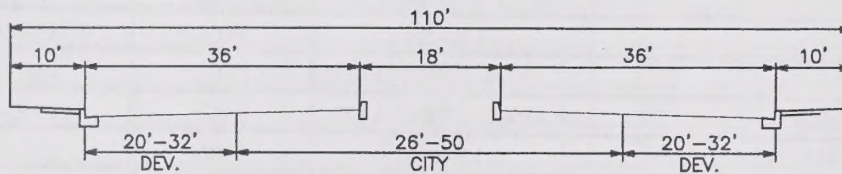
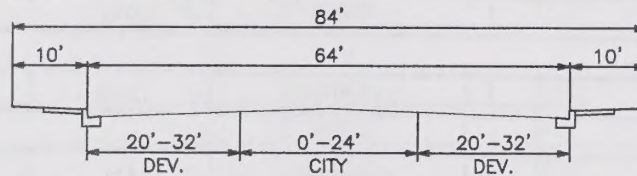
**TABLE V-1
YEAR 2020 SEGMENT LEVELS OF SERVICE-PROJECT ALTERNATIVE**

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
NOBLE				
AKERS/DEMAREE	2 LANES	9517	15200	B
DEMAREE/MOONEY	2 LANES	6891	15200	B
MOONEY/WILLIS	2 LANES	14967	15200	C
WILLIS/SANTA FE	3 LANES	11414	30700	B
SANTA FE/BEN MADDOX	3 LANES	15470	30700	C
BEN MADDOX/LOVERS LANE	3 LANES	7902	30700	B
LOVERS LANE/MCAULIFF	2 LANES	10660	15200	C
TULARE				
SHIRK/AKERS	2 LANES	9291	15200	C
AKERS/DEMAREE	2 LANES	8401	15200	C
DEMAREE/MOONEY	2 LANES 1 CONT. LEFT	10417	15200	C
MOONEY/COURT-LOCUST	2 LANES 1 CONT. LEFT	6317	15200	C
COURT-LOCUST/BEN MADDOX	2 LANES	7186	15200	C
BEN MADDOX/LOVERS LANE	2 LANES	6677	15200	C
LOVERS LANE/ROAD 152	2 LANES	2921	15200	B
ROAD 152/ROAD 156	2 LANES	500	15200	B
WALNUT				
ROAD 152/ROAD 156	2 LANES	15496	15200	C
WHITENDALE				
SHIRK/AKERS	2 LANES	411	15200	B
AKERS/DEMAREE	2 LANES	3574	15200	B
DEMAREE/MOONEY	2 LANES 1 CONT. LEFT	3868	15200	B
MOONEY/COURT	2 LANES 1 CONT. LEFT	8698	15200	C
SANTA FE/BEN MADDOX	2 LANES	2522	15200	B
BEN MADDOX/LOVERS LANE	2 LANES	7938	15200	C
LOVERS LANE/ROAD 148	2 LANES	1750	15200	B
AVE. 278				
COUNTY CENTER/MOONEY	2 LANES	5400	15200	C
MOONEY/COURT	2 LANES	8534	15200	C
AVE. 274				
COUNTY CENTER/MOONEY	2 LANES	795	15200	B
MOONEY/COURT	2 LANES	1742	15200	B

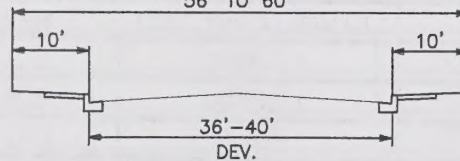
FIGURE V-2

TYPICAL STREET CROSS-SECTIONS

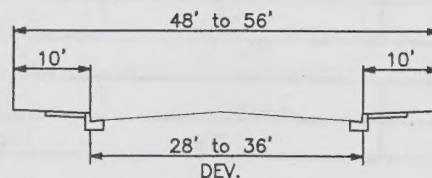
P-A MAJOR ARTERIALS (110'. WIDENS TO 136' AT INTERSECTIONS)

P-B ARTERIALS (84' TO 110')
(110')P-B UNDIVIDED ARTERIALS
(84')

P-C COLLECTORS (56' TO 84')

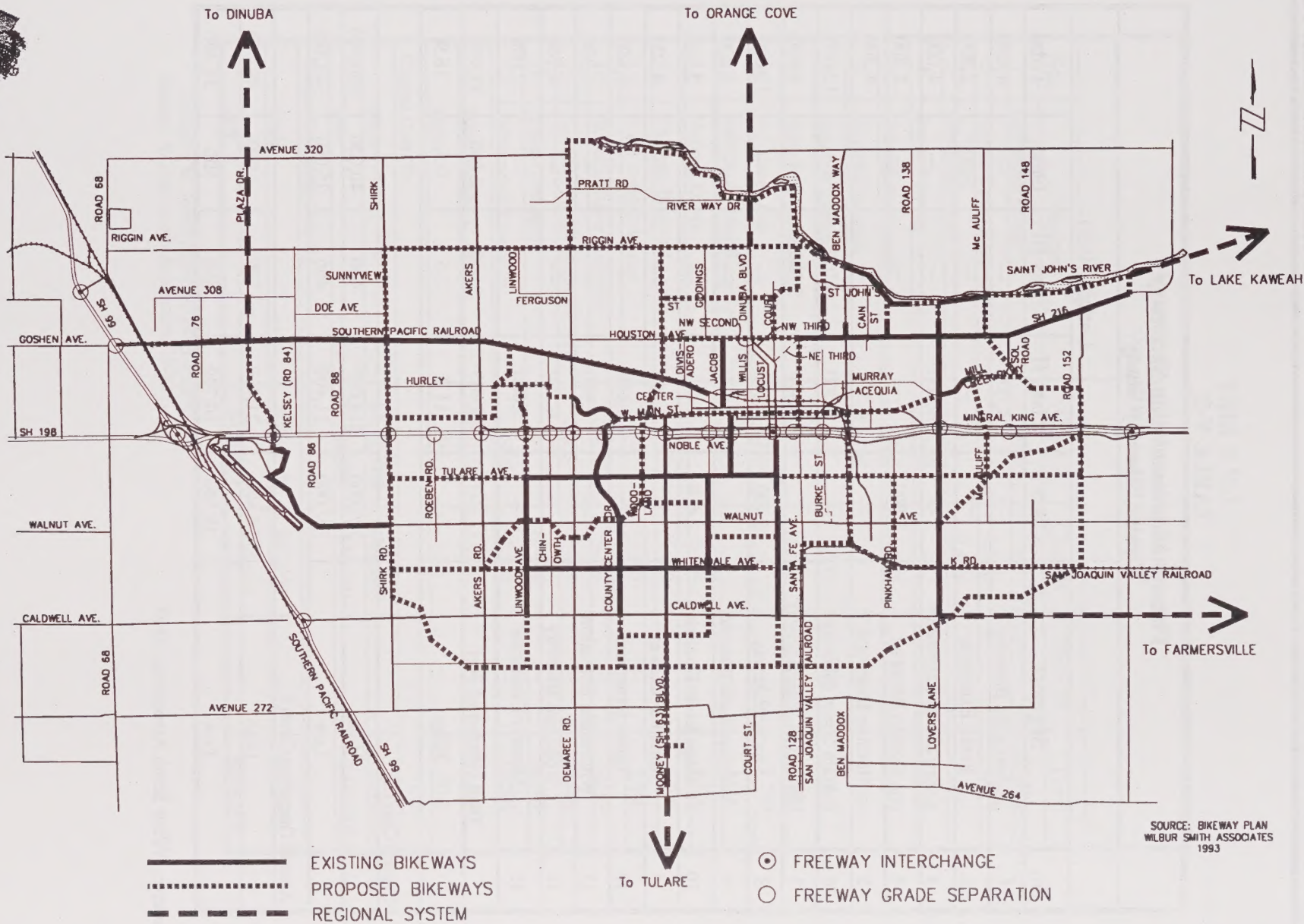
84' R/W-SAME AS ABOVE
56' TO 60'

P-D LOCALS (48' to 56')



1. These sections represent general guidelines; the official sections used for implementation will be those contained in the most current *City of Visalia Improvement Standards*.

2. Median Islands are intended to be landscaped with trees where applicable



VISALIA BIKEWAY PLAN

FIGURE V-3

TABLE V-2

Phase I Implementation Summary Visalia Bikeway Study						
		Length (feet)				
No.	Segment	Class I	Class II	Class III	Other	Total
1	Beech St. Bikeway	---	4,000	---	---	4,000
2	Burke Extension	---	---	---	2,800	2,800
3	Court/Locust Extensions	---	4,000	---	---	4,000
4	Goshen Bikeway	3,800	---	---	---	3,800
5	Houston Extension	---	4,300	---	---	4,300
6	Main Street Bikeway	---	6,500	6,100	---	12,600
7	Mill Creek West Bikeway	---	6,400	2,500	---	8,900
8	Modoc Bikeway	11,400	5,200	---	---	16,600
9	Mooney North Bikeway	---	7,800	---	---	7,800
10	St. Johns River Extension	2,400	---	---	---	2,400
11	Santa Fe Bikeway	---	4,300	---	---	4,300
12	Tulare Extension	---	9,400	---	---	9,400
13	Whitendale Extension	---	1,300	---	---	1,300
14	Woodland Bikeway	---	4,700	---	---	4,700
15	Mooney Connector	---	2,000	---	---	2,000
Total Number of Feet		17,600	59,900	8,600	2,800	88,900
Miles		3.3	11.3	1.6	0.5	16.9
Capital Cost (\$)						
High		396,000	214,000	400	40,000	650,400
Low		297,000	21,400	400	25,000	343,800
Annual Operating Cost (\$)						
High		26,400	21,400	800	1,000	49,600
Low		19,800	10,700	400	500	31,400

Source: Wilbur Smith Associates, 10-92

TABLE V-3

Phase II Implementation Summary Visalia Bikeway Study					
No.	Segment	Class I	Class II	Class III	Total
1	Community Loop ¹	95,600	---	---	95,600
2	County Center Extension	---	1,300	--	1,300
3	Court Extension	---	2,500	---	2,500
4	Evans Bikeway	14,550	---	---	14,550
5	Giddings/Packwood	6,800	1,800	---	8,600
6	Goshen Extension	23,100	---	---	23,100
7	Linwood Extension	---	2,500	---	2,500
8	Main Street Extension	---	2,000	---	2,000
9	Mill Creek East	8,200	---	---	8,200
10	Mill Creek West Extension	5,000	---	---	5,000
11	Mooney Grove	---	6,100	---	6,100
12	Pinkham Bikeway	---	5,000	---	5,000
13	Plaza North Bikeway	---	7,300	---	7,300
14	St. Johns River Extension	28,000	4,500	---	32,500
15	Southern Pacific Right-of-Way	15,200	---	---	15,200
16	Tulare Extension	---	12,400	---	12,400
17	Whitendale Extension	5,000	7,500	---	12,500
Total Number of Feet		208,310	57,130	---	265,440
Miles		39.4	10.8	---	50.2
Capital Cost (\$)					
High		\$4,572,000	\$200,000	---	\$4,772,000
Low		\$3,429,000	\$20,000	---	\$3,449,000
Annual Operating Cost (\$)					
High		\$304,800	\$20,000	---	\$324,800
Low		\$228,600	\$10,000	---	\$238,600

¹ Excludes St. Johns River Bikeway Segment
Source: Wilbur Smith Associates, 10-92

Railroads

Currently railroad service to the City of Visalia is limited to freight service. The freight service is provided through the tracks shown on Figure V-4. With the City's existing growth rate, railroad freight service demand is expected to increase. This increase is expected to be located around the existing industrial sites which currently have rail service. Therefore the increase will be handled by increasing the number of spurs and spur length off the main track. Although there is currently no anticipated expansion of passenger railroad activity within the City, there remains the possibility of eventually receiving direct Amtrak service. Currently the State of California is studying a high speed rail system which has the potential for a stop in the Visalia area.

Parking

Except for arterials and some collectors, on-street parking is generally permitted, with few problems except in the College of the Sequoias and the Central Business District (CBD) areas. The problem in the college area is simply the overflow of parking from on-site facilities to residential streets in the vicinity, and indicates the need for additional on-site capacity and/or increased ridesharing and other TDM measures.

The *Downtown Visalia Parking Management Plan* was prepared in 1990 to examine existing and future parking supply/demand/patterns and identify parking management strategies. This *Parking Management Plan*, which is incorporated herein by reference, identified and discussed the following nine parking management strategies:

1. Establishing time limits
2. Parking enforcement
3. Provision for additional parking
4. Redesign of existing parking facilities
5. Imposition of parking meters or fees
6. Parking permits
7. Transportation Demand Management Program
8. Parking Awareness/Promotion Program
9. Maximum (and minimum) parking development standards

Trucks and Goods Movement

Pursuant to Section 3012 of the Municipal Code, trucks traveling through the City must follow one of the established truck routes. The following streets have been designated as truck routes:

1. Mooney Boulevard between the southerly City limit and Highway 198.
2. Locust Street between Noble Avenue and NW 2nd Avenue.
3. NW 2nd Avenue between Locust Street and West Street.
4. West Street between NW 2nd Avenue and Houston Avenue.
5. Court Street between Noble Avenue and NW 3rd Avenue.
6. NW 3rd Avenue between Court Street and West Street.
7. Dinuba Boulevard between Houston Avenue and the north City limit.
8. NE 3rd Avenue between Court Street and Houston Avenue.
9. All of Highway 198 within the City limits.
10. Houston Avenue between Santa Fe Street and the easterly City limit.

In general, local truck traffic is permitted to travel on local streets. Except for trucks making pickups or deliveries on the restricted streets, however, trucks over 14,000 pounds are prohibited from the following streets:

1. Demaree Street between Caldwell Avenue and Goshen Avenue.
2. Tulare Avenue between Akers Street and Woodland Street.
3. Tulare Avenue between Central Street and Locust Street.
4. Campus Avenue between Demaree Street and Woodland Street.
5. Burrell Avenue between Mooney Boulevard and Central Street.
6. Prospect Avenue between Mooney Boulevard and Conyer Street.
7. Ferguson Avenue between Dinuba Boulevard and Bridge Street.
8. Linwood Street between Caldwell Avenue and Highway 198.
9. Chinowth Street between Whitendale Avenue and Highway 198.
10. County Center Drive between Caldwell Avenue and Highway 198.
11. Woodland Street between Walnut Avenue and West Main Street.
12. Sallee Lane between Beech Avenue and Walnut Avenue.
13. Mooney Boulevard between Goshen Avenue and Riggin Avenue.
14. Central Street between Mineral King Avenue and Burrell Avenue.
15. Giddings Street between Whitendale Avenue and Murray Avenue.
16. Giddings Street between Houston Avenue and Riggin Avenue.
17. Conyer Street between Walnut Avenue and School Avenue.
18. Court Street between Caldwell Avenue and Tulare Avenue.
19. Court Street between Houston Avenue and Sunnyview Avenue.
20. Burke Street between Paradise Avenue and Noble Avenue.

Pedestrians

Pedestrian access and circulation will continue to be provided for through provision of sidewalks as shown in Figure V-2. New construction will also include wheelchair ramps at street corners, and efforts will be made during improvement design and review to minimize obstructions within the sidewalk. This may be accomplished by installing objects such as signs and bus stop benches behind the sidewalk or by increasing the sidewalk width in the vicinity of the obstructions. Further development of pedestrian access will be included in the long range transit plan.

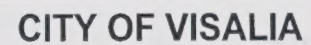


FIGURE V-4

VI-1 IMPLEMENTATION

VI-1.1 Introduction

The purpose of this section is to provide a detailed description of the implementation of the circulation element. This section is organized into two main parts: a description of the implementation of the circulation element and a description of the implementation of the circulation element. The first part describes the implementation of the circulation element, and the second part describes the implementation of the circulation element.

VI-1.2 Description of the Circulation Element

The circulation element is a key component of the circulation system. It is responsible for the distribution of the circulation element to the various components of the circulation system. The circulation element is a key component of the circulation system, and it is responsible for the distribution of the circulation element to the various components of the circulation system.

The circulation element is a key component of the circulation system. It is responsible for the distribution of the circulation element to the various components of the circulation system. The circulation element is a key component of the circulation system, and it is responsible for the distribution of the circulation element to the various components of the circulation system.

The circulation element is a key component of the circulation system. It is responsible for the distribution of the circulation element to the various components of the circulation system. The circulation element is a key component of the circulation system, and it is responsible for the distribution of the circulation element to the various components of the circulation system.

VI. IMPLEMENTATION

The implementation of the circulation element is a key component of the circulation system. It is responsible for the distribution of the circulation element to the various components of the circulation system. The implementation of the circulation element is a key component of the circulation system, and it is responsible for the distribution of the circulation element to the various components of the circulation system.

The implementation of the circulation element is a key component of the circulation system. It is responsible for the distribution of the circulation element to the various components of the circulation system. The implementation of the circulation element is a key component of the circulation system, and it is responsible for the distribution of the circulation element to the various components of the circulation system.

I. INTRODUCTION

A. PURPOSE

The purpose of the Circulation Element is to develop a transportation/circulation system that supports land uses designated by the Land Use Element (LUE). The goals, objectives, and policies in Chapter III and the Transportation Master Plan detailed in Chapter V can accomplish this purpose. This chapter outlines the strategy to implement or to carryout Visalia's transportation/circulation system.

B. STRATEGY

The Circulation Element implementation strategy involves tools, participants, and funding sources. Note: this strategy is to act as a guideline to help measure implementation progress. It provides specific direction through Circulation Element policy application and the completion of public works improvement projects such as road widening, traffic signal installations, etc. The strategy also requires a degree of flexibility to adjust project priorities as well as cost and timing estimates based on changing policy direction, funding availability, community growth, and market conditions.

1. Tools

Long-range planning and engineering documents set out overall policy direction for Circulation Element implementation. These include corresponding General Plan elements (such as the LUE); supporting specific and master plans (redevelopment plans, Northeast Specific Plan, Bikeway Plan, and Long- and Short-range Transit Plans, etc.). Regional and State Transportation Improvement Programs set priorities and allocate funding for City transportation projects on the regional network. Short-term, the City's zoning and subdivision map ordinances, development agreements, as well as the City's improvement standards provide specific transportation/circulation direction for public works improvement projects as well as transportation/circulation facilities related to new private development projects.

2. Participants

Implementing the Circulation Element's Transportation Master Plan involves a number of individuals, organizations and agencies. Participants include:

- City. Policy and decision-makers (i.e., Airport Advisory Committee, Transit Advisory Committee, Planning Commission, and City Council) review and adjust policy, approve public works improvement projects and private development proposals, and authorize annual budgets. The City staff (Engineering, Traffic, Transit, Maintenance; Planning, Police, Fire, Finance, and Airport) are responsible for designing, constructing, and maintaining public works improvement projects; reviewing private development projects; recommending periodic plan updates; adjusting developer impact fees; and preparing annual C.I.P. and budgets.
- Private Developers. Many of the improvement projects listed in the Transportation Master Plan are the result of new transportation/circulation facilities/infrastructure based on new commercial, industrial, residential development. The responsibility for providing these new transportation/circulation facilities rests with the owners

of developing properties. See Funding discussion for more on developer fees and responsibilities.

- **TCAG/State.** The Tulare County Association of Governments (TCAG) serves as the Transportation Planning Agency (TPA) for Tulare County. TCAG/TPA works with federal, State, and local governments to develop transportation strategies and projects for cities and rural communities in Tulare County. TCAG/TPA develops a Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP). The RTP is a 20-year plan that is updated every two years with goals, objectives, and policies with recommended transportation projects. The RTIP is a list of proposed transportation projects submitted to the California Transportation Commission (CTC) for State funding consideration. Projects are proposed by local jurisdictions, then evaluated and prioritized by TCAG/TPA. The RTIP is a 7-year plan that is updated every two years.
- **General Public.** Vicinity property owners and residents provide input on proposed public works improvement projects and infrastructure for private development proposals. The public also continually monitors and provides feedback on existing traffic conditions, intersection operations, traffic safety, etc.

3. **Funding**

3.1 **Public Funding**

Circulation Element implementation relies on a number of funding sources -- Local; State; federal; and private.

Local Funding Sources

Airport Fund -- An 'enterprise' revenue account derived from airport user fees (such as hangar rentals and fuel sales) to fund airport operations and improvements.

General Fund -- Unrestricted, discretionary funds for anything approved by the City Council. Its sources are sales and property taxes, motor vehicle in-lieu fees, business licenses, transient occupancy taxes, fees for services and interest earnings.

Redevelopment Funds -- Monies for these funds are provided through tax increment generated in various project areas.

Transportation Impact Fees -- Adopted in 1989 -- Fees collected (when building permits are issued) for new street improvements and transportation facility expansion related to new growth.

Parking District -- Fees collected on new and expanded development projects in the Central Business District and used to partially fund downtown area parking facilities.

Property Based Improvement District (PBID) -- Downtown improvement district set up for promoting, landscaping, and parking improvements in the downtown area of the City.

Highway Users (Gas Tax) -- Per capita allocations from motor vehicle gas tax monies placed on motor vehicle fuels for construction, improvements, and maintenance of streets and highways.

State Funding Sources

The majority of funds generated from the State and federal sources are from gas taxes distributed in a variety of programs, acts, and grants.

AB 2766 Program -- Annual funds made available through the SJVUAPCD for Clean Air Projects and Transportation Control Measures.

California Aid to Airports Program (CAAP) -- a State and local government matching share program via grants based on priorities set in the STIP.

Flexible Congestion Relief (FCR) -- A State-funded program for regional or local transportation projects to reduce delay and congestion.

Local Transportation Fund (LTF) -- Mass transit funds allocated by transportation planning agencies based on population.

State Transit Assistance -- Funding for mass transit and transportation planning and allocated to regional transportation planning agencies based on population and operator revenues.

Regional Transportation Improvement Program (RTIP) -- list of proposed transportation projects submitted by TCAG as a request for state funding -- a seven-year planning document that is updated every two years.

State Transportation Improvement Program (STIP) -- List of transportation projects, proposed in RTIP, which are approved for funding by the California Transportation Commission (CTC).

Transportation Development Act (TDA) -- the principal source of local funding for mass transportation programs -- LTF and STA. The level of funds is subject to statewide sales and fuel tax receipts.

Federal Funding Sources

Airport Improvement Program (AIP) -- based on allocating aviation-generated tax revenues for specified airport facilities on a local matching share basis.

Community Development Block Grant Program (CDBG) -- monies for this fund are provided through HUD under Title 1 of the National Affordable Housing Act to develop a viable community.

Federal Transit Administration (FTA): Federal funding requiring local matching funds for:

- 49 U.S.C. 5309** -- Funds projects which involve building a new fixed guideway system or extending an existing guideway
- 49 U.S.C. 5303** -- Planning components of transit operations such as Short Range and long range Transit Plans
- 49 U.S.C. 5307** -- Transit capital and operating assistance for urbanized areas

Intermodal Surface Transportation Efficiency Act (ISTEA) -- A Federal program to fund highway, highway safety, and mass transportation projects that improve air quality and reduce congestion. ISTEA consists of a number of programs such as Congestion Mitigation and Air Quality Improvement (CMAQ), Surface Transportation Program, Minimum Allocation, etc.

Transportation Improvement Program (TIP) -- federally required document produced by RTPs listing investment priorities for transit and transit-related improvements, mass transit, general aviation, and highways.

Joint Funding Sources

Transportation Diverse -- a fund from several sources including the Federal Highway Administration and the California Department of Transportation for street and highway projects (Federal and State monies are administered through TCAG).

Transit -- monies from State transportation funds, federal grants, and user fees for transit operations and capital expenditures.

3.2 Public Financing Options

Property owners and developers in existing developed areas may use various legislative acts to fund transportation/circulation improvements and maintenance. These acts are found primarily in the Government Code and the Streets and Highways Code. They include:

- Municipal Improvement Act of 1913
- Mello-Roos Community Facilities Act of 1982

- Benefit Assessment Act of 1982
- Landscaping and Lighting Act of 1972

3.3 Outside Funding

Another funding source for transportation/circulation improvement projects is securing grants (i.e., competitive, reimbursable, per capita) from regional, State, and federal programs. Examples of grants secured for City of Visalia transportation/circulation projects include:

- **Street and Highway System.** HUD/CDBG funding for new Houston Ave. traffic signals at Divisadero and Giddings streets.
- **Public Transit.** Federal Transit Administration funding for rolling stock and bus shelters.
- **Bikeways.** CMAQ and San Joaquin Valley Air Pollution Control District funding for the six mile-long Goshen Ave. bikepath.
- **Air Services.** Federal Aviation Administration funding for airport facility improvements and upgrades.
- **Pedestrians.** CMAQ funding for 'Industrial Park' sidewalk along Doe Ave.

Engineering staff is responsible for developing and carrying out the transportation/circulation grant program. This program relies on:

- Identifying transportation/circulation improvement projects and/or categories of projects for potential grant funding.
- Determining the effect on the Circulation Element -- if outside funding is not secured.
- Developing an information base of feasible grants, including:
 - ♦ source
 - ♦ requirements
 - ♦ frequency (annual vs. one-time), and
 - ♦ required matches (if required),
- Creating a C.I.P. project or operating budget allocation for transportation/circulation grant research, preparation, and potential matching funding.

- Maintaining (depending upon City staffing and funding resources) regular contact with regional, State and federal agencies that administer grant programs -- include contact with elected officials at the State and federal level.
- Weighing the benefits and costs of preparing, securing, and administering grants.
- Following-up each grant application with sponsor for a 'debriefing' to evaluate proposal responsiveness.
- Assessing and adjusting, annually, grant program effectiveness.

4. Process

The process to implement the Circulation Element involves all the tools, participants, and funding sources described in the previous section. The implementation process is based on the City's Capital Improvement Program (C.I.P.) -- a five-year program of project priorities and financing to maintain or improve public facilities and programs. The C.I.P. is reviewed annually to confirm or revise transportation/circulation project priorities and to allocate appropriate funding.

The actual timing and costs of Circulation Element transportation/circulation projects are difficult to precisely predict because of changing policy direction, funding availability, and community growth. To accommodate these changing factors, the implementation process requires a degree of flexibility to make periodic project priority and estimate adjustments.

These adjustments, whether short- or long-term, must be consistent with General Plan -- specifically Circulation Element -- goals, objectives, and policies. Each year, the Planning Commission certifies that proposed projects are consistent with the General Plan. The C.I.P. is then integrated into the City's annual budget review process. The City Council has the opportunity to adjust the C.I.P. (projects, funding, timing, etc.) as necessary through the budget adoption process. At present the first year of the five year C.I.P. is the only year with obligated and budgeted funds. There is a possibility that the City may operate with a two year budget in the future.

II. OVERVIEW

The following is an overview -- by each Circulation Element transportation mode -- of how the Circulation Element's Transportation Master Plan is to be implemented. Each transportation mode overview includes:

- a key objective,
- a location reference to the Circulation Element and/or other supporting master/specific plan,
- estimated costs and timing,
- implementation responsibility, and
- strategy

The Circulation Element provides a long-range framework for implementation for all transportation modes. In this context, the Circulation Element provides the foundation for supporting master plans such as the Long- and Short-Range Transit Plans, Bikeway Plan, Airport Facilities Plan, etc. These supporting plans supply the detail for individual transportation mode implementation.

Note: The Circulation Element's Street and Highway System implementation strategy is presented in greater detail than other Circulation Element transportation modes because it is the cornerstone component of the Transportation Master Plan. There is no separate master plan for the Street and Highway System. All of the other transportation modes interface with the Street and Highway System.

A. STREET & HIGHWAY SYSTEM**1. Key Objective**

The underlying Circulation Element objective for the Street & Highway system is to develop and maintain a road system that is convenient, safe, efficient, and cost-effective.

2. Location

The Circulation Element's street and highway system is illustrated in Element Figure V-1, which can be found in a sleeve at the back of this element. The street and highway system improvement projects for this Circulation Element are shown in Table VI-1 on pages VI-10 to VI-15. The map and table show the estimated build year which was estimated for budgeting purposes. Actual build years can change and are not tied down to the years shown in the table or the map.

3. Estimated Cost & Timing

The Street and Highway System component of the Circulation Element is estimated to cost \$226,901,100 over the next 25 years. Cost estimates are based on typical unit costs for both construction and additional right-of-way. The cost calculations are estimated using current dollars and no inflation rates were applied to future years. The reason for not applying an inflation rate is current City policy allows the traffic impact fees to be adjusted on an annual basis. These fee increases are assumed to cover the increase in construction costs in future years.

4. Implementation Responsibility

Public Works -- Engineering and Streets staff are responsible for implementing the Street and Highway System via the Subdivision Map and Zoning ordinances and Improvement Guidelines. There are several Codified ordinances that the City of Visalia has enacted that effect the way the Circulation Element is implemented. Some of these Codified Chapters are as follows:

1. Chapter 10.08 – Traffic Control Signs and Devices
This chapter gives the authority to install traffic control devices, traffic signals, lane markings, stop signs, and crosswalks to the City Manager.
2. Chapter 16.12 – Design and Construction Standards
Sets design and construction standards for public streets and highways.
3. Chapter 16.36 – Improvements
Sets the improvements required by the City.
4. Chapter 16.44 – Transportation Impact Fees
Establishes the transportation impact fee, the fee schedule, and the use of the funds
5. Chapter 17 – Zoning
Establishes the land use and development standards for each zone.

TABLE VI-1

Street Name	Project Description	Length	Proposed Improve Type	Existing Improve Type	Unit Construction Cost	Construct Cost	Unit ROW Cost	ROW Cost	Misc Items	Misc Costs	Construct Period	Total Cost	Developer Construction Contribution	Developer ROW Contribution	Contingency	Net Cost
Tulare Avenue	Rd 152 to Rd 156	2600	P-B84	E-B	\$0.00	\$0.00	\$20.00	\$52,000.00		\$0.00	Year 16-25	\$52,000.00	\$0.00	\$0.00	\$0.00	\$52,000.00
Walnut Avenue	Plaza to Akers	9200	P-B84	E-C	\$190.00	\$1,748,000.00	\$26.00	\$239,200.00		\$0.00	Year 16-25	\$1,987,200.00	\$1,463,000.00	\$0.00	\$87,400.00	\$611,600.00
Walnut Avenue	Rd 148 to rd 152	2600	P-B110	E-B	\$310.00	\$806,000.00	\$38.00	\$98,800.00	Widen Culvert	\$50,000.00	Year 16-25	\$954,800.00	\$364,000.00	\$0.00	\$42,800.00	\$633,600.00
Walnut Avenue	Rd 152 to Rd 156	2600	P-B110	E-B	\$0.00	\$0.00	\$38.00	\$98,800.00		\$0.00	Year 16-25	\$98,800.00	\$0.00	\$0.00	\$0.00	\$98,800.00
TOTAL PROJECTS COST YEARS 16-25						\$68,491,260.00		\$26,038,100.00		\$19,237,000.00		\$113,766,360.00	\$37,141,100.00	\$12,174,500.00	\$7,430,038.00	\$71,880,798.00
Total Projects						\$138,824,848.00		\$48,756,480.00		\$39,319,772.00		\$226,901,100.00	\$65,687,000.00	\$18,731,000.00	\$13,589,980.00	\$156,073,080.00

TABLE VI-1

Street Name	Project Description	Length	Proposed Improve Type	Existing Improve Type	Unit Construction Cost	Construct Cost	Unit ROW Cost	ROW Cost	Misc Items	Misc Costs	Construct Period	Total Cost	Developer Construction Contribution	Developer ROW Contribution	Contingency	Net Cost
Riggin Avenue	Shirk to Akers	5300	P-B110	E-B	\$315.00	\$1,669,500.00	\$38.00	\$201,400.00		\$0.00	Year 16-25	\$1,870,900.00	\$795,000.00	\$0.00	\$83,475.00	\$1,159,375.00
Road 72	Ave 308 to Riggin	2600	P-C60	E-A	\$145.00	\$377,000.00	\$45.00	\$117,000.00		\$0.00	Year 16-25	\$494,000.00	\$377,000.00	\$117,000.00	\$48,100.00	\$48,100.00
Road 72	Goshen to Ave 308	2700	P-C60	E-B	\$150.00	\$405,000.00	\$0.00	\$0.00	R.R. Xing Upgrade	\$120,000.00	Year 16-25	\$525,000.00	\$0.00	\$0.00	\$26,250.00	\$551,250.00
Road 76	Ave 308 to Riggin	2600	P-C60	E-B	\$145.00	\$377,000.00	\$45.00	\$117,000.00		\$0.00	Year 16-25	\$494,000.00	\$377,000.00	\$117,000.00	\$48,100.00	\$48,100.00
Road 76	Camp to Hurley	2300	P-C60	E-A	\$145.00	\$333,500.00	\$45.00	\$103,500.00	Box Culvert	\$50,000.00	Year 16-25	\$487,000.00	\$383,500.00	\$103,500.00	\$45,050.00	\$45,050.00
Road 76	Hurley to Ave 308	5200	P-C60	E-B	\$150.00	\$780,000.00	\$0.00	\$0.00	R.R. Xing Upgrade	\$120,000.00	Year 16-25	\$900,000.00	\$432,000.00	\$0.00	\$45,000.00	\$513,000.00
Road 88	Hwy 198 to Goshen	5200	P-C60	E-B	\$165.00	\$858,000.00	\$24.00	\$124,800.00		\$0.00	Year 16-25	\$982,800.00	\$640,000.00	\$65,700.00	\$59,325.00	\$336,425.00
Road 88	Riggin to Ave 320	5200	P-C60	E-A	\$155.00	\$806,000.00	\$45.00	\$234,000.00		\$0.00	Year 16-25	\$1,040,000.00	\$565,000.00	\$234,000.00	\$98,800.00	\$339,800.00
Road 96	Ferguson to Ave 320	7500	P-C60	E-A	\$125.00	\$937,500.00	\$45.00	\$337,500.00	Three Ditch Xings	\$100,000.00	Year 16-25	\$1,375,000.00	\$1,037,500.00	\$337,500.00	\$136,250.00	\$136,250.00
Road 129	Ave 313 to Ave320	4500	P-C60	E-A	\$145.00	\$652,500.00	\$45.00	\$202,500.00		\$0.00	Year 16-25	\$855,000.00	\$652,500.00	\$202,500.00	\$83,250.00	\$83,250.00
Road 142	Riggin to Ave 320	5300	P-C60	E-A	\$115.00	\$609,500.00	\$45.00	\$238,500.00		\$0.00	Year 16-25	\$848,000.00	\$609,500.00	\$238,500.00	\$90,100.00	\$90,100.00
Road 148	Ave 272 to Ave 276	2640	P-B110	E-B	\$0.00	\$0.00	\$84.00	\$221,760.00		\$0.00	Year 16-25	\$221,760.00	\$0.00	\$0.00	\$0.00	\$221,760.00
Road 148	Ave 276 to Walnut	7760	P-B110	E-B	\$0.00	\$0.00	\$45.00	\$349,200.00		\$0.00	Year 16-25	\$349,200.00	\$0.00	\$0.00	\$0.00	\$349,200.00
Road 148	Houston to Riggin	5500	P-B84	E-A	\$0.00	\$0.00	\$63.00	\$346,500.00		\$0.00	Year 16-25	\$346,500.00	\$0.00	\$242,600.00	\$60,650.00	\$164,550.00
Road 148	Mineral King to Houston	5800	P-B84	E-A	\$270.00	\$1,566,000.00	\$63.00	\$365,400.00		\$0.00	Year 16-25	\$1,931,400.00	\$754,000.00	\$267,900.00	\$145,275.00	\$1,054,775.00
Road 148	Walnut to Noble	5000	P-B110	E-A	\$0.00	\$0.00	\$84.00	\$420,000.00		\$0.00	Year 16-25	\$420,000.00	\$0.00	\$222,900.00	\$55,725.00	\$252,825.00
Road 152	Hwy 198 to Hwy 216	6400	P-B84	E-B	\$230.00	\$1,472,000.00	\$27.00	\$172,800.00		\$0.00	Year 16-25	\$1,644,800.00	\$1,267,400.00	\$0.00	\$73,600.00	\$451,000.00
Road 152	Tulare to Noble	2500	P-C60	E-B	\$130.00	\$325,000.00	\$8.00	\$20,000.00		\$0.00	Year 16-25	\$345,000.00	\$325,000.00	\$20,000.00	\$21,250.00	\$21,250.00
Road 156	Ave 272 to Noble	15300	P-B110	E-B	\$0.00	\$0.00	\$48.00	\$734,400.00		\$0.00	Year 16-25	\$734,400.00	\$0.00	\$35,500.00	\$8,875.00	\$707,775.00
Roeben Street	Ave 272 to Caldwell	2600	P-B84	E-A	\$220.00	\$572,000.00	\$63.00	\$163,800.00		\$0.00	Year 16-25	\$735,800.00	\$390,000.00	\$114,600.00	\$57,250.00	\$288,450.00
Shirk Street	Ave 276 to Ave 272	2640	P-B110	E-B	\$0.00	\$0.00	\$48.00	\$126,720.00		\$0.00	Year 16-25	\$126,720.00	\$0.00	\$0.00	\$0.00	\$126,720.00
Shirk Street	Goshen to Riggin	5200	P-B110	E-B	\$270.00	\$1,404,000.00	\$53.00	\$275,600.00	R.R. Xing	\$150,000.00	Year 16-25	\$1,829,600.00	\$676,000.00	\$0.00	\$77,700.00	\$1,231,300.00
Shirk Street	Riggin to Ave 320	5100	P-B110	E-B	\$0.00	\$0.00	\$38.00	\$193,800.00		\$0.00	Year 16-25	\$193,800.00	\$0.00	\$0.00	\$0.00	\$193,800.00
SR198	MineralKing/Noble at Ben Maddox	0	None	None	\$0.00	\$0.00	\$0.00	\$0.00		\$2,416,200.00	Year 16-25	\$2,416,200.00	\$0.00	\$0.00	\$120,810.00	\$2,537,010.00
SR198	MineralKing/Noble - Bridge to Santa Fe	0	None	None	\$0.00	\$0.00	\$0.00	\$0.00		\$2,895,600.00	Year 16-25	\$2,895,600.00	\$0.00	\$0.00	\$144,780.00	\$3,040,380.00
SR198	Noble - Johnson to Encina	0	None	None	\$0.00	\$0.00	\$0.00	\$0.00		\$532,300.00	Year 16-25	\$532,300.00	\$0.00	\$0.00	\$26,615.00	\$558,915.00
SR198 Ramps	Noble at Ben Maddox	0	None	None	\$0.00	\$0.00	\$0.00	\$0.00		\$707,900.00	Year 16-25	\$707,900.00	\$0.00	\$0.00	\$35,395.00	\$743,295.00
SR198	Noble Realignment at Lovers Lane	0	None	None	\$0.00	\$0.00	\$0.00	\$0.00	Shift of Noble south	\$1,370,000.00	Year 16-25	\$1,370,000.00	\$0.00	\$0.00	\$68,500.00	\$1,438,500.00
SR198	Rd 148 - New Interchange	0	None	None	\$0.00	\$0.00	\$0.00	\$0.00	One half of 54 ac ROW protection - Estimate full cost after 2020 is \$14,452,300	\$810,000.00	Year 16-25	\$810,000.00	\$0.00	\$0.00	\$40,500.00	\$850,500.00
Tulare Avenue	Rd 148 to Rd 152	2700	P-B84	E-A	\$0.00	\$0.00	\$63.00	\$170,100.00		\$0.00	Year 16-25	\$170,100.00	\$0.00	\$119,100.00	\$29,775.00	\$80,775.00

TABLE VI-1

Street Name	Project Description	Length	Proposed Improve Type	Existing Improve Type	Unit Construction Cost	Construct Cost	Unit ROW Cost	ROW Cost	Misc Items	Misc Costs	Construct Period	Total Cost	Developer Construction Contribution	Developer ROW Contribution	Contingency	Net Cost
Avenue 320	Plaza to Demaree	18400	P-B110	E-B	\$0.00	\$0.00	\$84.00	\$1,545,600.00		\$0.00	Year 16-25	\$1,545,600.00	\$0.00	\$850,100.00	\$212,525.00	\$908,025.00
Ben Maddox Way	Ave 272 to Caldwell	4500	P-B110	E-A	\$275.00	\$1,237,500.00	\$84.00	\$378,000.00	Two Culverts	\$150,000.00	Year 16-25	\$1,765,500.00	\$402,300.00	\$219,000.00	\$124,125.00	\$1,268,325.00
Ben Maddox Way	Levee Dr. to Ave 320	6800	P-B84	E-D	\$150.00	\$1,020,000.00	\$0.00	\$0.00	Widen Bridge	\$1,000,000.00	Year 16-25	\$2,020,000.00	\$0.00	\$0.00	\$101,000.00	\$2,121,000.00
Caldwell Avenue	Hwy 99 to Akers	10000	P-A110	E-C	\$302.00	\$3,020,000.00	\$24.00	\$240,000.00		\$0.00	Year 16-25	\$3,260,000.00	\$1,090,000.00	\$0.00	\$151,000.00	\$2,321,000.00
Caldwell Avenue	Lovers Lane to Rd 148	5280	P-A110	E-C	\$272.00	\$1,436,160.00	\$24.00	\$126,720.00		\$0.00	Year 16-25	\$1,562,880.00	\$400,000.00	\$0.00	\$71,808.00	\$1,234,688.00
Caldwell Avenue	Rd 148 to Rd 156	5280	P-A110	E-C	\$0.00	\$0.00	\$24.00	\$126,720.00		\$0.00	Year 16-25	\$126,720.00	\$0.00	\$0.00	\$0.00	\$126,720.00
Camp Drive	Plaza to Riggins	13000	P-C60	E-B	\$91.00	\$1,183,000.00	\$0.00	\$0.00	R.R. Xing Upgrade	\$120,000.00	Year 16-25	\$1,303,000.00	\$988,000.00	\$0.00	\$65,150.00	\$380,150.00
County Center Drive	Ave 272 to Packwood Ck	2600	P-B84	E-A	\$220.00	\$572,000.00	\$63.00	\$163,800.00	Box Culvert	\$75,000.00	Year 16-25	\$810,800.00	\$282,000.00	\$118,100.00	\$61,875.00	\$472,575.00
County Center Drive	Riggins to Ave 320	5000	P-B84	E-A	\$210.00	\$1,050,000.00	\$63.00	\$315,000.00		\$0.00	Year 16-25	\$1,365,000.00	\$689,000.00	\$224,300.00	\$108,575.00	\$560,275.00
Demaree Street	Riggins to Ave 320	5200	P-B110	E-C	\$290.00	\$1,508,000.00	\$24.00	\$124,800.00		\$0.00	Year 16-25	\$1,632,800.00	\$572,000.00	\$0.00	\$75,400.00	\$1,136,200.00
Giddings Street	Riggins to Ave 316	2500	P-C60	E-A	\$125.00	\$312,500.00	\$45.00	\$112,500.00		\$0.00	Year 16-25	\$425,000.00	\$312,500.00	\$112,500.00	\$43,750.00	\$43,750.00
Goshen Avenue	Rd 68 to Rd 76	5000	P-A110	E-C	\$300.00	\$1,500,000.00	\$72.00	\$360,000.00	R.R. Xing, Hwy99 Xing by State	\$120,000.00	Year 16-25	\$1,980,000.00	\$500,000.00	\$100,000.00	\$106,000.00	\$1,486,000.00
Houston Avenue	Lovers Lane Rd 148	5200	P-B110	E-C	\$619.00	\$3,218,800.00	\$158.00	\$821,600.00		\$0.00	Year 16-25	\$4,040,400.00	\$756,000.00	\$0.00	\$160,940.00	\$3,445,340.00
Hurley Avenue	Camp to Rd 76	1700	P-C60	E-A	\$145.00	\$246,500.00	\$45.00	\$76,500.00		\$0.00	Year 16-25	\$323,000.00	\$246,500.00	\$76,500.00	\$31,450.00	\$31,450.00
Hurley Avenue	Plaza to Shirk	7500	P-B84	E-A	\$220.00	\$1,650,000.00	\$72.00	\$540,000.00		\$0.00	Year 16-25	\$2,190,000.00	\$1,160,000.00	\$366,800.00	\$174,200.00	\$837,400.00
Hurley Avenue	Rd 76 to Plaza	2800	P-C60	E-A	\$166.00	\$464,800.00	\$45.00	\$126,000.00		\$0.00	Year 16-25	\$590,800.00	\$464,800.00	\$126,000.00	\$54,740.00	\$54,740.00
Hwy 63	Riggins to Ave 320	5300	P-B84	E-D	\$150.00	\$795,000.00	\$0.00	\$0.00	Widen Bridge	\$1,000,000.00	Year 16-25	\$1,795,000.00	\$500,000.00	\$0.00	\$89,750.00	\$1,384,750.00
"K" Avenue	Lovers Lane Rd 148	5300	P-B84	E-A	\$220.00	\$1,166,000.00	\$63.00	\$333,900.00	Two Culverts	\$150,000.00	Year 16-25	\$1,649,900.00	\$660,000.00	\$237,800.00	\$125,250.00	\$877,350.00
Kelsey Street	Riggins to Ave 320	5300	P-C60	E-A	\$125.00	\$662,500.00	\$45.00	\$238,500.00		\$0.00	Year 16-25	\$901,000.00	\$662,500.00	\$238,500.00	\$92,750.00	\$92,750.00
Lovers Lane	Riggins to Ave 320	4000	P-B84	E-A	\$0.00	\$0.00	\$63.00	\$252,000.00		\$0.00	Year 16-25	\$252,000.00	\$0.00	\$179,600.00	\$44,900.00	\$117,300.00
Lovers Lane	St Johns Pkwy to Riggins	4800	P-B84	E-A	\$0.00	\$0.00	\$63.00	\$302,400.00		\$0.00	Year 16-25	\$302,400.00	\$0.00	\$215,700.00	\$53,925.00	\$140,625.00
McAuliff Street	Caldwell to Ave 272	5200	P-B84	E-A	\$0.00	\$0.00	\$63.00	\$327,600.00		\$0.00	Year 16-25	\$327,600.00	\$0.00	\$233,300.00	\$58,325.00	\$152,625.00
McAuliff Street	River to Ave 320	8000	P-B84	E-C	\$200.00	\$1,600,000.00	\$20.00	\$160,000.00		\$0.00	Year 16-25	\$1,760,000.00	\$740,000.00	\$0.00	\$80,000.00	\$1,100,000.00
McAuliff Street	Walnut to Caldwell	5200	P-B84	E-A	\$250.00	\$1,300,000.00	\$63.00	\$327,600.00	One Culvert & R.R. Xing	\$225,000.00	Year 16-25	\$1,852,600.00	\$572,000.00	\$233,300.00	\$134,575.00	\$1,181,875.00
Mooney Boulevard	Riggins to Ave 320	5300	P-B84	E-A	\$0.00	\$0.00	\$63.00	\$333,900.00		\$0.00	Year 16-25	\$333,900.00	\$0.00	\$244,800.00	\$61,200.00	\$150,300.00
Plaza Drive	Riggins to Ave 320	5200	P-B110	E-C	\$250.00	\$1,300,000.00	\$24.00	\$124,800.00		\$0.00	Year 16-25	\$1,424,800.00	\$728,000.00	\$0.00	\$65,000.00	\$761,800.00
Plaza Drive	Walnut to Hwy 198	6000	P-B110	E-C	\$220.00	\$1,320,000.00	\$0.00	\$0.00	Widen Overcrossing	\$750,000.00	Year 16-25	\$2,070,000.00	\$0.00	\$0.00	\$103,500.00	\$2,173,500.00
Riggins Avenue	Akers to Mooney	10500	P-B110	E-B	\$286.00	\$3,003,000.00	\$15.00	\$157,500.00		\$0.00	Year 16-25	\$3,160,500.00	\$826,700.00	\$0.00	\$150,150.00	\$2,483,950.00
Riggins Avenue	Ben Maddox to Rd 148	10500	P-B110	E-A	\$0.00	\$0.00	\$111.00	\$1,165,500.00		\$0.00	Year 16-25	\$1,165,500.00	\$0.00	\$480,300.00	\$120,075.00	\$805,275.00
Riggins Avenue	Camp Dr to Rd 72	3000	P-B110	E-A	\$298.00	\$894,000.00	\$87.00	\$261,000.00		\$0.00	Year 16-25	\$1,155,000.00	\$525,000.00	\$199,500.00	\$94,575.00	\$525,075.00
Riggins Avenue	Hwy 99 to Camp Dr.	1700	P-B110	E-B	\$301.00	\$511,700.00	\$300.00	\$510,000.00	Grade Separation	\$3,500,000.00	Year 16-25	\$4,521,700.00	\$0.00	\$0.00	\$200,585.00	\$4,722,285.00
Riggins Avenue	Plaza to Shirk	8000	P-B110	E-B	\$316.00	\$2,528,000.00	\$38.00	\$304,000.00		\$0.00	Year 16-25	\$2,832,000.00	\$1,656,000.00	\$142,500.00	\$162,025.00	\$1,195,525.00
Riggins Avenue	Rd. 72 to Plaza	5000	P-B110	E-B	\$316.00	\$1,580,000.00	\$45.00	\$225,000.00		\$0.00	Year 16-25	\$1,805,000.00	\$1,060,000.00	\$126,800.00	\$110,700.00	\$728,900.00
Riggins Avenue	Santa Fe to Ben Maddox	2900	P-B110	E-A	\$316.00	\$916,400.00	\$143.00	\$414,700.00	River Crossing	\$2,500,000.00	Year 16-25	\$3,831,100.00	\$360,000.00	\$146,000.00	\$207,320.00	\$3,532,420.00

TABLE VI-1

Street Name	Project Description	Length	Proposed Improve Type	Existing Improve Type	Unit Construction Cost	Construct Cost	Unit ROW Cost	ROW Cost	Misc Items	Misc Costs	Construct Period	Total Cost	Developer Construction Contribution	Developer ROW Contribution	Contingency	Net Cost
Riggin Avenue	Mooney to Hwy 63	5300	P-B110	E-B	\$236.00	\$1,250,800.00	\$32.00	\$169,600.00		\$0.00	Year 11-15	\$1,420,400.00	\$550,000.00	\$0.00	\$62,540.00	\$932,940.00
Roeben Street	Caldwell to Walnut	7800	P-B84	E-A	\$220.00	\$1,716,000.00	\$63.00	\$491,400.00		\$0.00	Year 11-15	\$2,207,400.00	\$1,152,000.00	\$350,000.00	\$173,300.00	\$878,700.00
Roeben Street	Tulare to Hwy 198	2400	P-B84	E-B	\$235.00	\$564,000.00	\$51.00	\$122,400.00		\$0.00	Year 11-15	\$686,400.00	\$262,000.00	\$0.00	\$28,200.00	\$452,600.00
Santa Fe Street	Ave 272 to Caldwell	4700	P-B84	E-B	\$205.00	\$963,500.00	\$9.00	\$42,300.00		\$0.00	Year 11-15	\$1,005,800.00	\$224,000.00	\$0.00	\$48,175.00	\$829,975.00
Santa Fe Street	Houston to Riggin	5200	P-B84	E-A	\$255.00	\$1,326,000.00	\$150.00	\$780,000.00		\$0.00	Year 11-15	\$2,106,000.00	\$356,000.00	\$0.00	\$66,300.00	\$1,816,300.00
Shirk Street	Ave 276 to Hwy 198	13000	P-B110	E-B	\$0.00	\$0.00	\$38.00	\$494,000.00		\$0.00	Year 11-15	\$494,000.00	\$0.00	\$0.00	\$0.00	\$494,000.00
Shirk Street	Hwy 198 to Goshen	5100	P-B110	E-B	\$300.00	\$1,530,000.00	\$38.00	\$193,800.00		\$0.00	Year 11-15	\$1,723,800.00	\$553,000.00	\$0.00	\$76,500.00	\$1,247,300.00
SR198	Mineral King/Noble - Bridge to Santa Fe	0	None	None	\$0.00	\$0.00	\$0.00	\$0.00	Interim Improvements	\$206,500.00	Year 11-15	\$206,500.00	\$0.00	\$0.00	\$10,325.00	\$216,825.00
SR198	Mineral King/Noble - Mooney to Johnson	0	None	None	\$0.00	\$0.00	\$0.00	\$0.00		\$1,896,100.00	Year 11-15	\$1,896,100.00	\$0.00	\$0.00	\$94,805.00	\$1,990,905.00
Stonebrook Street	Ave 272 to Caldwell	5300	P-B84	E-A	\$220.00	\$1,166,000.00	\$63.00	\$333,900.00	Culvert	\$75,000.00	Year 11-15	\$1,574,900.00	\$1,008,000.00	\$287,600.00	\$133,950.00	\$413,250.00
Tulare Avenue	Crowe to Central	0	P-B84	E-C	\$0.00	\$0.00	\$0.00	\$0.00	Lump Sum Overall Cost	\$2,800,000.00	Year 11-15	\$2,800,000.00	\$0.00	\$0.00	\$140,000.00	\$2,940,000.00
Tulare Avenue	Shirk to Roeben	2500	P-B84	E-A	\$190.00	\$475,000.00	\$63.00	\$157,500.00		\$0.00	Year 11-15	\$632,500.00	\$294,400.00	\$112,200.00	\$51,800.00	\$277,700.00
Walnut Avenue	Lovers Lane to Rd 148	5000	P-B110	E-B	\$316.00	\$1,580,000.00	\$32.00	\$160,000.00		\$0.00	Year 11-15	\$1,740,000.00	\$771,200.00	\$0.00	\$79,000.00	\$1,047,800.00
West Street	Ave 278 to Caldwell	1300	P-B84	E-A	\$220.00	\$286,000.00	\$63.00	\$81,900.00		\$0.00	Year 11-15	\$367,900.00	\$205,500.00	\$63,800.00	\$30,250.00	\$128,850.00
TOTAL PROJECTS COST YEARS 11-15						\$29,101,100.00		\$8,242,400.00		\$5,337,600.00		\$42,681,100.00	\$16,221,400.00	\$4,489,500.00	\$2,844,310.00	\$24,814,510.00
PROJECTS YEARS 16-25																
Akers Street	Ave 276 to Ave 272	2640	P-B110	E-B	\$0.00	\$0.00	\$38.00	\$100,320.00		\$0.00	Year 16-25	\$100,320.00	\$0.00	\$0.00	\$0.00	\$100,320.00
Akers Street	Caldwell to Ave 276	2640	P-B110	E-B	\$300.00	\$792,000.00	\$38.00	\$100,320.00		\$0.00	Year 16-25	\$892,320.00	\$288,000.00	\$0.00	\$39,600.00	\$643,920.00
Akers Street	Riggin to Ave 320	5200	P-B110	E-B	\$0.00	\$0.00	\$45.00	\$234,000.00		\$0.00	Year 16-25	\$234,000.00	\$0.00	\$0.00	\$0.00	\$234,000.00
Avenue 272	Ben Maddox to Rd 156	15480	P-B110	E-B	\$0.00	\$0.00	\$56.00	\$866,880.00		\$0.00	Year 16-25	\$866,880.00	\$0.00	\$232,800.00	\$58,200.00	\$692,280.00
Avenue 272	Demaree to Ben Maddox	16200	P-B110	E-B	\$0.00	\$0.00	\$56.00	\$907,200.00		\$0.00	Year 16-25	\$907,200.00	\$0.00	\$372,000.00	\$93,000.00	\$628,200.00
Avenue 272	Shirk to Demaree	10560	P-B110	E-B	\$0.00	\$0.00	\$56.00	\$591,360.00		\$0.00	Year 16-25	\$591,360.00	\$0.00	\$107,100.00	\$26,775.00	\$511,035.00
Avenue 274	County Center to Court	9000	P-B84	E-A	\$220.00	\$1,980,000.00	\$71.00	\$639,000.00		\$0.00	Year 16-25	\$2,619,000.00	\$1,620,000.00	\$379,100.00	\$193,775.00	\$813,675.00
Avenue 276	Ben Maddox to Rd 148	10500	P-B84	E-B	\$0.00	\$0.00	\$63.00	\$661,500.00		\$0.00	Year 16-25	\$661,500.00	\$0.00	\$470,900.00	\$117,725.00	\$308,325.00
Avenue 276	Demaree to Ben Maddox	16000	P-A110	E-A	\$350.00	\$5,600,000.00	\$87.00	\$1,392,000.00	RR Xing Culvert	\$325,000.00	Year 16-25	\$7,317,000.00	\$2,100,000.00	\$878,000.00	\$515,750.00	\$4,854,750.00
Avenue 276	Shirk to Demaree	10500	P-B84	E-B	\$0.00	\$0.00	\$48.00	\$504,000.00		\$0.00	Year 16-25	\$504,000.00	\$0.00	\$234,000.00	\$58,500.00	\$328,500.00
Avenue 308	Camp to Rd 76	4400	P-C60	E-B	\$91.00	\$400,400.00	\$0.00	\$0.00		\$0.00	Year 16-25	\$400,400.00	\$200,000.00	\$0.00	\$20,020.00	\$220,420.00
Avenue 308	Rd 76 to Plaza	2600	P-C60	E-A	\$145.00	\$377,000.00	\$45.00	\$117,000.00		\$0.00	Year 16-25	\$494,000.00	\$377,000.00	\$117,000.00	\$48,100.00	\$48,100.00
Avenue 311	Ben Maddox to Rd 148	9500	P-C60	E-A	\$145.00	\$1,377,500.00	\$45.00	\$427,500.00		\$0.00	Year 16-25	\$1,805,000.00	\$1,083,400.00	\$427,500.00	\$175,750.00	\$469,850.00
Avenue 316	Plaza to Hwy 63	28500	P-B84	E-A	\$220.00	\$6,270,000.00	\$63.00	\$1,795,500.00		\$0.00	Year 16-25	\$8,065,500.00	\$4,211,000.00	\$1,063,000.00	\$579,250.00	\$3,370,750.00
Avenue 320	Demaree to Hwy 63	10200	P-B110	E-B	\$0.00	\$0.00	\$84.00	\$856,800.00		\$0.00	Year 16-25	\$856,800.00	\$0.00	\$471,300.00	\$117,825.00	\$503,325.00
Avenue 320	Hwy 63 to McAuliff	13000	P-B110	E-B	\$0.00	\$0.00	\$48.00	\$624,000.00		\$0.00	Year 16-25	\$624,000.00	\$0.00	\$112,100.00	\$28,025.00	\$539,925.00

TABLE VI-1

Street Name	Project Description	Length	Proposed Improve Type	Existing Improve Type	Unit Construction Cost	Construct Cost	Unit ROW Cost	ROW Cost	Misc Items	Misc Costs	Construct Period	Total Cost	Developer Construction Contribution	Developer ROW Contribution	Contingency	Net Cost
McAuliff Street	Mineral King to Houston	5500	P-B84	E-A	\$220.00	\$1,210,000.00	\$63.00	\$346,500.00	Two Culverts	\$150,000.00	Year 06-10	\$1,706,500.00	\$914,000.00	\$274,200.00	\$136,550.00	\$654,850.00
McAuliff Street	Walnut to Noble	5100	P-B84	E-C	\$180.00	\$918,000.00	\$32.00	\$163,200.00		\$0.00	Year 06-10	\$1,081,200.00	\$460,000.00	\$0.00	\$45,900.00	\$667,100.00
Mooney Boulevard	Ave 272 to Hwy 198	15500	P-A110	E-C	\$409.00	\$6,339,500.00	\$295.00	\$4,572,500.00		\$0.00	Year 06-10	\$10,912,000.00	\$0.00	\$0.00	\$316,975.00	\$11,228,975.00
Mooney Boulevard	Goshen to Houston	2100	P-B84	E-C	\$199.00	\$417,900.00	\$60.00	\$126,000.00	RR Xing	\$150,000.00	Year 06-10	\$693,900.00	\$0.00	\$0.00	\$28,395.00	\$722,295.00
Pinkham Street	Caldwell to "K" Street	3300	P-C60	E-A	\$146.00	\$481,800.00	\$45.00	\$148,500.00	Two Culverts	\$100,000.00	Year 06-10	\$730,300.00	\$520,900.00	\$148,500.00	\$66,215.00	\$127,115.00
Plaza Drive	Airport Drive to Riggin	11900	P-B110	E-C	\$515.00	\$6,128,500.00	\$60.00	\$714,000.00	Widen Bridge	\$1,000,000.00	Year 06-10	\$7,842,500.00	\$1,800,000.00	\$350,000.00	\$443,925.00	\$6,136,425.00
Santa Fe Street	Caldwell to "K" St.	3700	P-B84	E-B	\$205.00	\$758,500.00	\$9.00	\$33,300.00		\$0.00	Year 06-10	\$791,800.00	\$176,200.00	\$0.00	\$37,925.00	\$653,525.00
SR198	Noble - Encina to Garden	0	None	None	\$0.00	\$0.00	\$0.00	\$0.00		\$899,000.00	Year 06-10	\$899,000.00	\$0.00	\$0.00	\$44,950.00	\$943,950.00
SR198	Mineral King - WB Ramps - Johnson to Encina	0	None	None	\$0.00	\$0.00	\$0.00	\$0.00		\$1,385,000.00	Year 06-10	\$1,385,000.00	\$0.00	\$0.00	\$69,250.00	\$1,454,250.00
SR198	Mineral King - Encina to Bridge	0	None	None	\$0.00	\$0.00	\$0.00	\$0.00		\$669,472.00	Year 06-10	\$669,472.00	\$0.00	\$0.00	\$33,473.00	\$702,945.00
SR198	Mineral King/Noble at Ben Maddox - 1st Phase	0	None	None	\$0.00	\$0.00	\$0.00	\$0.00	Interim Improvements	\$276,100.00	Year 06-10	\$276,100.00	\$0.00	\$0.00	\$13,805.00	\$289,905.00
Sunnyview Avenue	Kelsey to Clancy	2500	P-C60	E-A	\$155.00	\$387,500.00	\$45.00	\$112,500.00		\$0.00	Year 06-10	\$500,000.00	\$387,500.00	\$112,500.00	\$47,500.00	\$47,500.00
Vismargo Street	Goshen to Houston	2500	P-C60	E-A	\$145.00	\$362,500.00	\$45.00	\$112,500.00		\$0.00	Year 06-10	\$475,000.00	\$362,500.00	\$112,500.00	\$46,250.00	\$46,250.00
Whitendale Avenue	Sallee to Fairway	0	P-B110	E-B	\$0.00	\$0.00	\$0.00	\$0.00	Lump Sum Overall Cost	\$1,595,000.00	Year 06-10	\$1,595,000.00	\$0.00	\$0.00	\$79,750.00	\$1,674,750.00
TOTAL PROJECTS COST YEARS 06-10						\$29,715,380.00		\$8,438,280.00		\$6,409,572.00		\$44,563,232.00	\$10,011,500.00	\$1,573,700.00	\$2,199,672.00	\$35,177,704.00
PROJECTS YEARS 11-15																
Avenue 278	County Center to Court	9000	P-B84	E-A	\$220.00	\$1,980,000.00	\$63.00	\$567,000.00		\$0.00	Year 11-15	\$2,547,000.00	\$1,240,000.00	\$412,700.00	\$202,175.00	\$1,096,475.00
Caldwell Avenue	Santa Fe to Lovers Lane	7700	P-A110	E-C	\$272.00	\$2,094,400.00	\$24.00	\$184,800.00		\$0.00	Year 11-15	\$2,279,200.00	\$610,500.00	\$0.00	\$104,720.00	\$1,773,420.00
Chinowth	Ave 272 to Caldwell	5300	P-C60	E-A	\$115.00	\$609,500.00	\$45.00	\$238,500.00		\$0.00	Year 11-15	\$848,000.00	\$500,000.00	\$238,500.00	\$90,100.00	\$199,600.00
Chinowth	Goshen to Houston	800	P-B84	None	\$220.00	\$176,000.00	\$95.00	\$76,000.00	Railroad Crossing	\$160,000.00	Year 11-15	\$412,000.00	\$100,000.00	\$54,300.00	\$30,375.00	\$288,075.00
County Center Drive	Houston to Riggin	5000	P-B84	E-A	\$210.00	\$1,050,000.00	\$63.00	\$315,000.00		\$0.00	Year 11-15	\$1,365,000.00	\$544,000.00	\$236,300.00	\$111,575.00	\$696,275.00
Court Street	Ave 272 to Caldwell	5000	P-B110	E-A	\$316.00	\$1,580,000.00	\$84.00	\$420,000.00	Culvert	\$100,000.00	Year 11-15	\$2,100,000.00	\$600,000.00	\$231,000.00	\$141,750.00	\$1,410,750.00
Demaree Street	Goshen to Riggin	6300	P-B84	E-C	\$230.00	\$1,449,000.00	\$0.00	\$0.00		\$0.00	Year 11-15	\$1,449,000.00	\$593,000.00	\$0.00	\$72,450.00	\$928,450.00
Ferguson Avenue	Shirk to Giddings	20000	P-B84	E-A	\$220.00	\$4,400,000.00	\$95.00	\$1,900,000.00		\$0.00	Year 11-15	\$6,300,000.00	\$3,169,000.00	\$1,353,000.00	\$558,250.00	\$2,336,250.00
Houston Avenue	Chinowth to Demaree	1300	P-B84	E-A	\$220.00	\$286,000.00	\$95.00	\$123,500.00		\$0.00	Year 11-15	\$409,500.00	\$192,300.00	\$88,000.00	\$36,300.00	\$165,500.00
Houston Avenue	Linwood to Chinowth	1200	P-B84	None	\$125.00	\$150,000.00	\$45.00	\$54,000.00		\$0.00	Year 11-15	\$204,000.00	\$150,000.00	\$54,000.00	\$21,000.00	\$21,000.00
Hurley Avenue	Akers to Chinowth	3800	P-C60	E-C	\$170.00	\$646,000.00	\$72.00	\$273,600.00		\$0.00	Year 11-15	\$919,600.00	\$0.00	\$0.00	\$32,300.00	\$951,900.00
Kelsey Street	Hwy 198 to Goshen	5300	P-C60	E-B	\$135.00	\$715,500.00	\$17.00	\$90,100.00		\$0.00	Year 11-15	\$805,600.00	\$600,000.00	\$90,100.00	\$58,300.00	\$173,800.00
Linwood Street	Ave 272 to Caldwell	5300	P-C60	E-A	\$115.00	\$609,500.00	\$45.00	\$238,500.00		\$0.00	Year 11-15	\$848,000.00	\$500,000.00	\$238,500.00	\$90,100.00	\$199,600.00
Linwood Street	Houston to Ave320	10600	P-C60	E-A	\$115.00	\$1,219,000.00	\$45.00	\$477,000.00		\$0.00	Year 11-15	\$1,696,000.00	\$891,300.00	\$477,000.00	\$180,200.00	\$507,900.00
Mooney Boulevard	Ferguson to Riggin	2900	P-B84	E-B	\$216.00	\$626,400.00	\$19.00	\$55,100.00		\$0.00	Year 11-15	\$681,500.00	\$445,000.00	\$0.00	\$31,320.00	\$267,820.00
Pinkham Street	Ave 272 to Caldwell	4500	P-C60	E-A	\$145.00	\$652,500.00	\$45.00	\$202,500.00	Two Culvert	\$100,000.00	Year 11-15	\$955,000.00	\$710,200.00	\$202,500.00	\$88,250.00	\$130,550.00

TABLE VI-1

Street Name	Project Description	Length	Proposed Improve Type	Existing Improve Type	Unit Construction Cost	Construct Cost	Unit ROW Cost	ROW Cost	Misc Items	Misc Costs	Construct Period	Total Cost	Developer Construction Contribution	Developer ROW Contribution	Contingency	Net Cost
Ben Maddox Way	Caldwell to "K"	3600	P-B110	E-A	\$54.03	\$194,508.00	\$27.50	\$99,000.00		\$0.00	Year 01-05	\$293,508.00	\$0.00	\$0.00	\$9,725.00	\$303,233.00
Ben Maddox Way	Main to Houston	4200	P-B110	E-C	\$290.00	\$1,218,000.00	\$200.00	\$840,000.00	Buildings and corrections	\$3,317,000.00	Year 01-05	\$5,375,000.00	\$0.00	\$0.00	\$226,750.00	\$5,601,750.00
Caldwell Avenue	Demaree to Dans	1700	P-A110	E-C	\$300.00	\$510,000.00	\$90.00	\$153,000.00	None	\$0.00	Year 01-05	\$663,000.00	\$145,000.00	\$25,000.00	\$31,750.00	\$524,750.00
Court Street	Wren to Riffin	1000	P-C60	E-A	\$121.00	\$121,000.00	\$90.00	\$90,000.00		\$0.00	Year 01-05	\$211,000.00	\$121,000.00	\$90,000.00	\$28,550.00	\$28,550.00
Demaree Street	Ave 272 to Caldwell	5200	P-B110	E-C	\$205.00	\$1,066,000.00	\$40.00	\$208,000.00	Widen Culvert, Correction	\$461,000.00	Year 01-05	\$1,735,000.00	\$488,000.00	\$0.00	\$76,350.00	\$1,323,350.00
Houston Avenue	Ben Maddox to Lovers Lane	5200	P-B84	E-C	\$235.00	\$1,222,000.00	\$60.00	\$312,000.00		\$0.00	Year 01-05	\$1,534,000.00	\$456,000.00	\$0.00	\$61,100.00	\$1,139,100.00
Houston Avenue	Santa Fe to Ben Maddox	2600	P-B84	E-C	\$248.00	\$644,800.00	\$60.00	\$156,000.00		\$0.00	Year 01-05	\$800,800.00	\$0.00	\$0.00	\$32,240.00	\$833,040.00
Hurley Avenue	Shirk to Akers	5200	P-B60	E-C	\$145.00	\$754,000.00	\$25.00	\$130,000.00		\$0.00	Year 01-05	\$884,000.00	\$416,000.00	\$130,000.00	\$70,200.00	\$408,200.00
McAuliff Street	Houston to River	2600	P-B84	E-C	\$67.00	\$174,200.00	\$9.00	\$23,400.00	Widen Bridge	\$750,000.00	Year 01-05	\$947,600.00	\$78,000.00	\$0.00	\$46,210.00	\$915,810.00
Murray Avenue	Giddings to Santa Fe	5200	P-B76	E-C	\$170.00	\$884,000.00	\$30.00	\$156,000.00		\$625,000.00	Year 01-05	\$1,665,000.00	\$0.00	\$0.00	\$75,450.00	\$1,740,450.00
Riffin Avenue	Hwy 63 to Santa Fe	2900	P-B110	E-A	\$306.00	\$887,400.00	\$83.00	\$240,700.00		\$0.00	Year 01-05	\$1,128,100.00	\$250,000.00	\$131,300.00	\$77,195.00	\$823,995.00
Santa Fe Street	"K" St to Tulare	4500	P-B84	E-C	\$100.00	\$450,000.00	\$0.00	\$0.00	Widen Culvert	\$10,000.00	Year 01-05	\$460,000.00	\$0.00	\$0.00	\$23,000.00	\$483,000.00
Santa Fe Street	Tulare to Houston	8000	P-B84	E-C	\$250.00	\$2,000,000.00	\$147.00	\$1,176,000.00	SR198 bridge later	\$2,500,000.00	Year 01-05	\$5,676,000.00	\$0.00	\$0.00	\$225,000.00	\$5,901,000.00
SR198 Ramps	Mineral King at Lovers Lane	0	None	Other	\$0.00	\$0.00	\$0.00	\$0.00		\$365,900.00	Year 01-05	\$365,900.00	\$0.00	\$0.00	\$18,295.00	\$384,195.00
SR198 Ramps	Noble at Lovers Lane	0	None	Other	\$0.00	\$0.00	\$0.00	\$0.00		\$306,700.00	Year 01-05	\$306,700.00	\$0.00	\$0.00	\$15,335.00	\$322,035.00
Tulare Avenue	Encina to Church	1100	P-B84	E-C	\$318.00	\$349,800.00	\$82.00	\$90,200.00		\$0.00	Year 01-05	\$440,000.00	\$0.00	\$0.00	\$17,490.00	\$457,490.00
Tulare Avenue	Lovers Lane to McAuliff	2600	P-B84	E-A	\$221.00	\$574,600.00	\$63.00	\$163,800.00		\$0.00	Year 01-05	\$738,400.00	\$359,000.00	\$117,000.00	\$57,980.00	\$320,380.00
Walnut Avenue	Yale to Central	1200	P-B110	E-C	\$389.00	\$466,800.00	\$1,833	\$2,199,600.00		\$0.00	Year 01-05	\$2,666,400.00	\$0.00	\$0.00	\$23,340.00	\$2,689,740.00
TOTAL PROJECTS COST YEARS 01-05						\$11,517,108.00		\$6,037,700.00		\$8,335,600.00		\$25,890,408.00	\$2,313,000.00	\$493,300.00	\$1,115,960.00	\$24,200,068.00
PROJECTS YEARS 06-10																
Akers Street	Walnut to Caldwell	5280	P-B110	E-C	\$181.00	\$955,680.00	\$11.00	\$58,080.00		\$0.00	Year 06-10	\$1,013,760.00	\$157,500.00	\$9,000.00	\$50,034.00	\$897,294.00
Akers Street	Goshen to Riffin	4600	P-B110	E-B	\$270.00	\$1,242,000.00	\$39.00	\$179,400.00		\$0.00	Year 06-10	\$1,421,400.00	\$360,000.00	\$0.00	\$62,100.00	\$1,123,500.00
Cain Street	Goshen to Douglas	1300	P-C60	E-A	\$145.00	\$188,500.00	\$80.00	\$104,000.00	Building	\$150,000.00	Year 06-10	\$442,500.00	\$188,000.00	\$58,000.00	\$31,425.00	\$227,925.00
Caldwell Avenue	Akers to Demaree	5300	P-A110	E-C	\$200.00	\$1,060,000.00	\$30.00	\$159,000.00		\$0.00	Year 06-10	\$1,219,000.00	\$386,400.00	\$0.00	\$53,000.00	\$885,600.00
Caldwell Avenue	Stonebrook to Santa Fe	5200	P-A110	E-C	\$295.00	\$1,534,000.00	\$28.00	\$145,600.00		\$0.00	Year 06-10	\$1,679,600.00	\$500,000.00	\$50,000.00	\$89,200.00	\$1,218,800.00
Court Street	Walnut to Tulare	2300	P-B76	E-C	\$135.00	\$310,500.00	\$40.00	\$92,000.00	Widen Culver	\$35,000.00	Year 06-10	\$437,500.00	\$0.00	\$0.00	\$17,275.00	\$454,775.00
Ferguson Avenue	Conyer to Dinuba	1200	P-C60	E-A	\$130.00	\$156,000.00	\$45.00	\$54,000.00		\$0.00	Year 06-10	\$210,000.00	\$156,000.00	\$54,000.00	\$21,300.00	\$21,300.00
Ferguson Avenue	Plaza to Kelsey	2500	P-C84	E-C	\$181.00	\$452,500.00	\$48.00	\$120,000.00		\$0.00	Year 06-10	\$572,500.00	\$452,500.00	\$120,000.00	\$52,625.00	\$52,625.00
Goshen Avenue	Santa Fe to Lovers Lane	8000	P-B84	E-B	\$255.00	\$2,040,000.00	\$65.00	\$520,000.00	Note east 1500' P-B110	\$0.00	Year 06-10	\$2,560,000.00	\$1,218,000.00	\$114,000.00	\$130,500.00	\$1,358,500.00
Houston Avenue	Demaree to Mooney	5100	P-B84	E-C	\$230.00	\$1,173,000.00	\$20.00	\$102,000.00		\$0.00	Year 06-10	\$1,275,000.00	\$553,000.00	\$0.00	\$58,650.00	\$780,650.00
Houston Avenue	Mooney to Santa Fe	7800	P-B76	E-C	\$180.00	\$1,404,000.00	\$19.00	\$148,200.00		\$0.00	Year 06-10	\$1,552,200.00	\$0.00	\$0.00	\$70,200.00	\$1,622,400.00
"K" Avenue	Santa Fe to Lovers Lane	8000	P-B84	E-B	\$215.00	\$1,720,000.00	\$32.00	\$256,000.00		\$0.00	Year 06-10	\$1,976,000.00	\$944,000.00	\$0.00	\$86,000.00	\$1,118,000.00
Kelsey Street	Doe to Riffin	3800	P-C60	E-A	\$125.00	\$475,000.00	\$45.00	\$171,000.00		\$0.00	Year 06-10	\$646,000.00	\$475,000.00	\$171,000.00	\$66,500.00	\$66,500.00

5. Strategy

To implement the street and highway system the City will need to work within the Federal and State guidelines for funding and with the developers to ensure adequate mobility for current and future development. The existing funding levels are expected to be inadequate for the Street and Highway projects. The funding shortfalls will need to be addressed to ensure the success of the Circulation Element. Developers will be a key component since they will be contributing to the transportation facilities through traffic impact fees, dedication of right-of-way, and street improvements. The traffic impact fees will need to be set at a fair level to help offset the cost of constructing the Circulation Element while not making new development cost prohibitive.

Street Maintenance

Street maintenance is a major component of this Circulation element. This component is also difficult to do cost projections for, due to the number of unforeseen events that can happen in any given year. Street maintenance consists of street sweeping, asphalt rehabilitation (overlays and seals), traffic markings, traffic signs, and signal upkeep. Street maintenance is necessary to insure the streets meet their projected useful life. Maintenance is projected to cost over 1 million dollars per year with a total projected cost of \$29,714,000 over 25 years. The traffic impact fee is not used for maintenance, but the maintenance is a draw on some of the other funds listed in section 3 of this chapter, which means those funds will not be available for projects within this Circulation Element.

Transportation Impact Fee

The total estimated cost for improving and maintaining the street and highway system over the next 25 years is \$270,205,294. This cost includes \$29,714,214 for maintenance. Developers will pay for approximately \$84,418,000 through right-of-way dedication and road improvements in conjunction with their developments. This will leave approximately \$185,787,294 to fund through other sources. Table VI-2 shows the current revenue and expenditure projections and shows a deficit of about \$4,216,000 over the next 25 years.

The City of Visalia has adopted the transportation impact fee as the way to fund the necessary Street and Highway improvements within the City. This fee is based on the trips the new development will add to the existing street system. The trips are calculated using the Institute of Transportation Engineers, Trip Generation, 5th edition. Using a growth rate of 2.5% for the City the funds that the current impact fee of \$93.508 per trip will generate is approximately \$37,391,293.

The City is proposing to make up the \$4,216,231 deficit by adjusting the existing traffic impact fee. Since the City is using a number of assumptions to estimate the cost of the necessary improvements the proposed traffic impact fee will need to be reviewed on a periodic basis. This will ensure each development pays a fair and equitable share for traffic impacts and that the income from the fee keeps pace with the needs of the Community. Some of the assumptions used in this report include: Funding Levels, Growth Rate, Project Cost, and Trip Rates.

There are 389,095.52 trips projected for year 25 in this report. In order to make up the \$4,216,231 deficit the Traffic Impact fee will need to increase by \$10.836 to \$104.344. This fee increase is not part of this report, but will need to be addressed in the City of Visalia's Development Fee schedule. This will allow the fee to be adjusted periodically to keep pace with the Community.

Table VI-2
Current Revenue and Expenditure Projection

Revenue/Expense Items	Years 1-5	Years 6-10	Years 11-15	Years 16-25	Total
REVENUE					
General Diversified Transportation Fund	\$1,548,103	\$0	\$0	\$0	\$1,548,103
Highway Users Fund (Gas Tax)	\$9,915,664	\$10,473,527	\$10,864,272	\$23,112,919	\$54,366,382
Transportation Fund (1/4¢ sales tax)	\$3,204,560	\$2,520,000	\$2,570,000	\$5,270,000	\$13,564,560
Redevelopment Agency Funds	\$125,000	\$125,000	\$125,000	\$250,000	\$625,000
Community Block Grant (CDBG)	\$125,000	\$125,000	\$125,000	\$250,000	\$625,000
Surface Transportation Funds (STP)	\$5,118,912	\$4,442,975	\$4,669,612	\$10,065,965	\$24,297,464
State Transportation Improvement Program (STIP)	\$3,200,000	\$5,700,000	\$3,000,000	\$9,000,000	\$20,900,000
Congestion Mitigation and Air Quality (CMAQ)	\$1,136,141	\$1,189,411	\$1,345,709	\$3,245,167	\$6,916,428
Caltrans Project Funding		\$10,912,000	\$1,625,000	\$7,930,000	\$20,467,000
Developer Impact Fees *	\$5,707,002	\$6,519,682	\$7,376,422	\$17,788,187	\$37,391,293
Interest (savings-borrowing)	\$319,173	\$396,043	\$618,325	(\$463,708)	\$869,833
TOTAL REVENUE	\$30,080,382	\$42,007,595	\$31,701,015	\$76,912,238	\$181,571,063
EXPENDITURES					
Circulation Element Projects	\$24,200,068	\$35,177,704	\$24,814,510	\$71,880,798	\$156,073,080
Street Maintenance Costs	\$5,141,243	\$5,500,894	\$5,893,594	\$13,178,483	\$29,714,214
TOTAL EXPENDITURES	\$29,341,311	\$40,678,598	\$30,708,104	\$85,059,281	\$185,787,294
REVENUE SHORTFALL	(\$739,071)	(\$1,328,997)	(\$992,911)	\$8,147,043	\$4,216,231

* Based on existing Impact fee of \$93.508 per trip

The total increase in trips projected for year 25 is 389,095.52

$$\text{Total increase to break even is } \frac{4,216,231}{389,095.52} = 10.836$$

$$\text{Impact fee after increase} = 93.508 + 10.836 = 104.344$$

The estimated cost list in table VI-2 include fee credits to developers for dedicating portions of right-of-way of collectors and arterials. These Transportation Impact Fee credits are associated with the costs of dedicating right-of-way for a wider street than is necessary to service the development. For a commercial development the fee credits are applied to street widths that are wider than an 84 foot collector. For example a commercial development is building on a 110 foot arterial, under current city policy the developer would be required to dedicate half the street width or 55 feet. Under this Circulation Element Update this developer would be given traffic impact fee credits for 13 feet of the right-of-way. For a residential development the fee

credits are applied to street widths that are wider than a 60 foot local road. Take for example a residential development is building on a 110 foot arterial, under current city policy the developer would be required to dedicate half the street or 55 feet. Under this circulation element this developer would be given traffic impact fee credit for 25 feet of the right-of-way. If the roadway was an 84 foot collector the residential developer would get credit for 12 feet of the right-of-way.

Changes From The 1989 Circulation Element

The streets listed in Table VI-3 are designated (arterial/collector) the same in the 1989 Circulation Element as well as the Updated Circulation Element. The difference in the streets between the two Elements is the proposed locations. Most of the streets were realigned to straighten them and to follow section lines.

Table VI-3

Street Name	Location	New Alignment
Avenue 316	Plaza to Mooney	Straighten road to follow section line
Riggin Avenue	Dinuba Blvd to Rd 148	Curved road to the north to cross St. John's River at a narrower location
Lovers Lane	St. Johns River to Ave 320	Straighten road to follow section line
Santa Fe Street	Cypress to Center	Straighten road to follow the Railroad Right-Of-Way
Ferguson Avenue	Demaree to Dinuba	Straighten road to follow section line
County Center Drive	Houston to Ave 320	Straighten road to follow section line
Road 96	Ferguson to Ave 320	Straighten road to follow section line
Linwood Street	Houston to Ave 320	Straighten road to follow section line
Road 142	Ave. 320 to Riggin	Moved road to east to follow section line
Ferguson Avenue	Shirk to Mooney	Realignment for a continuous street from Kelsey Street to Court Street
Hurley Avenue	Plaza to Camp	Realignment for a more direct street from Plaza Drive to Camp Drive
Plaza Drive	Airport Drive to South of Plaza Park	Realignment to protect the existing Plaza Park

Table VI-4 shows streets that have a different designation from the 1989 Circulation Element. If the designation is “none” it was not classified as a collector nor an arterial.

Table VI-4

Street Name	Location	Prior Designation	New Designation
Avenue 311	Lovers Lane to Rd 148	none	Collector
St. Johns Parkway	Lovers Lane to Ben Maddox	Collector	Arterial
Avenue 316	Burke to Rd 152	Collector	none
Road 148	Ave 313 to Ave 320	Collector	none
Cain Street	Roosevelt to Walnut	Collector	none
Locust Street	Cypress to Tulare	none	Arterial
Jacob Street	Houston to Main	Collector	none
Santa Fe Street	Houston to Riggins	none	Collector
NE 3 rd Avenue	Court to Houston	Collector	Arterial
Vine Avenue	Giddings to Dinuba	none	Collector
Chinoweth Street	Caldwell to Ave 272	none	Collector
Linwood Street	Hurley to Caldwell	Collector	none
Campus Avenue	Demaree to Woodland	Collector	none
Avenue 278	County Center to Court	none	Collector
Road 86	SR 198 to Walnut	Collector	none
Mill Creek Pkwy	Demaree to Main	Collector	none
Court Street	Goshen to Dinuba	Collector	none
Noble Avenue	Akers to Lovers Lane	Arterial	Collector
Mineral King Avenue	Akers to Lovers Lane	Arterial	Collector
Road 148	Tulare to Riggins	none	Arterial
Stevenson Street	Main to Acequia	Arterial	none
Plaza Drive	Airport Drive to South of Plaza Park	Arterial	Collector

Other differences include:

1. Level of service is now based on the 1994 Highway Capacity Manual.
2. Transportation impact fees in the 1989 element were suggested to be \$130.472 this update has a suggested transportation impact fee of \$104.08
3. Credit toward traffic impact fees for right-of-way dedication.
4. Changed the designated Level of Service from “C” to “D”.

Changes from the 1991 Land Use Element

In the 1991 Land Use Element (LUE) a Visalia Parkway is designated. This parkway was deemed too expensive in this Circulation Element. Table VI-5 shows the streets designated in the 1991 LUE as part of the Visalia Parkway and the new proposed designation. The new alignment designated in the far right column is due to the removal of the curves and rounded corners of the Visalia Parkway to the conventional “T” intersection proposed in the Circulation Element.

Table VI-5

Street	Location	Prior Designation	New Designation / Change
Riggin Avenue	Shirk to Court	Visalia Parkway	Arterial
Riggin Avenue	Court to Rd 148	Visalia Parkway	Arterial / new alignment
Avenue 276	Akers to Rd 148	Visalia Parkway	Arterial
McAuliff Street	St Johns River to SR 198	Visalia Parkway	Arterial / new alignment
Road 148	SR 198 to Ave. 276	Visalia Parkway	Arterial / new alignment
Shirk Road	Riggin to Ave. 276	Visalia Parkway	Arterial / new alignment

The streets listed in Table VI-6 are designated (arterial/collector) the same in the 1991 LUE as well as the Updated Circulation Element. The difference in the streets between the two is the proposed locations. Most of the streets were realigned to straighten them and to follow section lines.

Table VI-6

Street	Location	New Alignment
Avenue 316	Plaza to Mooney	Straighten road to follow section line
Riggin Avenue	Dinuba Blvd to Rd 148	Curved road to the north to cross St. John's River at a narrower location
Lovers Lane	St. John's River to Ave. 320	Straighten road to follow section line
Santa Fe Street	Cypress to Center	Straighten road way to follow the Railroad Right-Of-Way
Ferguson Avenue	Demaree to Dinuba	Straighten road to follow section line
County Center Drive	Ave. 320 to Riggin	Straighten road to follow section line
Road 96	Ave. 320 to Ferguson	Straighten road to follow section line
Linwood Street	North of Ave. 316	Straighten road to follow section line
Road 142	Ave. 320 to Riggin	Moved road to east to follow section line
Ferguson Avenue	Shirk to Akers	Realignment for a continuous street from Kelsey Street to Court Street
Hurley Avenue	Plaza to Camp	Realignment for a more direct street from Plaza Drive to Camp Drive
Plaza Drive	Airport Drive to South of Plaza Park	Realignment to protect the existing Park

Table VI-7 shows streets that have a different designation from the 1991 Land Use Element. If the designation is "none" it was not classified as a collector nor an arterial.

Table VI-7

Street	Location	Prior Designation	New Designation / Change
Shirk Road	Ave. 276 to Ave. 272	none	Arterial
Linwood Street	Ave 316 to Riggin	none	Collector
Linwood Street	Hurley to Caldwell	Collector	none

Street	Location	Prior Designation	New Designation / Change
Court Street	St. John's River to Riggin	Collector	none
Avenue 311	Ben Maddox to Rd 148	none	Collector
Camp Drive	Betty to Plaza	none	Collector
Hurley Avenue	Camp to Plaza	none	Collector
Hurley Avenue	Kelsey to Shirk	none	Collector
Ferguson Avenue	Court to Santa Fe	none	Collector
Mill Creek Drive	Demaree to Main	Collector	none
Mineral King Avenue	Mooney to Simon	Arterial	Collector
Hall Street	Goshen to Main	none	Collector
Jacob Street	Houston to Main	Collector	none
Vine Avenue	Giddings to Dinuba	none	Collector
Santa Fe Street	Houston to Riggin	none	Collector
Buena Vista Avenue	Ben Maddox to St. John Pkwy	none	Collector
Burke Street	Roosevelt to Tulare	Collector	none
Road 148	Riggin to SR98	none	Arterial
Road 152	Houston to SR 198	none	Arterial
Road 152	SR 198 to Tulare	none	Collector
Tulare Avenue	Shirk to Roeben	none	Collector
Tulare Avenue	Rd 148 to Rd 156	none	Collector
Walnut Avenue	Road 148 to Road 156	none	Arterial
Whitendale Avenue	Shirk to W. Whitendale	none	Collector
Caldwell Avenue	SR 99 to Roeben	none	Arterial
Avenue 276	Shirk to Akers	none	Arterial
Roeben Road	Caldwell to Ave 272	none	Collector
Chinowth Street	Caldwell to Ave. 272	none	Collector
Noble Avenue	Mooney to McAuliff	Arterial	Collector
Noble Avenue	Lover Lane Interchange	none	Collector
Locust Street	Cypress to Tulare	none	Arterial
Road 156	SR 198 to Ave 272	none	Arterial
Ferguson Avenue	Camp to Rd 72	none	Collector
Avenue 272	Shirk to Akers	none	Arterial
Noble Avenue	Linwood to Mooney	none	Collector
Mineral King	County Center to Mooney	none	Collector
Campus Avenue	Demaree to Woodland	Collector	none
Center Avenue	Hall to Giddings	Collector	none
Burke Street	Riggin to Avenue 320	none	Collector
Center Avenue	Burke to Ben Maddox	none	Collector
Acequia Avenue	Burke to Cotta	none	Collector
Avenue 272	Rd 148 to Rd 156	none	Arterial
Plaza Drive	Airport Drive to South of Plaza Park	Collector	Arterial

B. PUBLIC TRANSIT**1. Key Objective**

The underlying Circulation Element objective for Public Transit is to develop and maintain a coordinated mass transportation system which will encourage increased transit use through convenient, safe, efficient, and cost-effective services.

2. Location

The strategy to implement Visalia's transit system is detailed in two plans:

- Long-Range Transit Plan -- outlines local travel behavior factors; establishes a 2010 and 2020 transit market forecast; defines ways to integrate transit services with adopted land use planning policies; coordinates with other transportation interests (schools, adjacent providers, etc.); identifies transit services to meet Clean Air Act requirements; and defines the staffing and equipment to accomplish the service plan.
- Short-Range Transit Plan -- a five-year program outlining VCC and Dial-A-Ride services, recording on-board surveys, updating system goals, identifying future service area needs, developing a transit service plan, and revising a financial plan.

3. Estimated Cost & Timing

Transit service implementation involves meeting annual operating expenses as well as covering bus costs along with other non-annual occurring capital expenses. Transit funding sources typically distinguish between these two types of costs. Over a 25-year period, average annual capital costs typically run 30- to 40-percent of the total combined average costs. For example, the 1999 Short-Range Transit Plan shows that capital costs would average \$1,935,000 annually over the five-year planning period (FY 2000-2004) compared to approximately \$3,200,000 of annual operating expenses. In this case, capital costs would average 38-percent of the total combined costs over the five-year period.

According to the Long-Range Transit Plan, there are five basic capital costs:

- buses and paratransit vans
- bus stop improvements
- intermodal facilities
- bus maintenance facility
- miscellaneous items

To fund capital costs, discretionary federal and state funds will be used to the maximum extent possible in order to maximize allocated state and federal funds for operating expenses. Note: the Short-Range Transit Plan shifted the bus maintenance facility in its five-year capital plan forward due to new STP and CMAQ funds becoming available. The bus maintenance facility was deferred until Congestion Mitigation and Air Quality Improvement (CMAQ) funds or other federal funds become available. Federal Transit Administration (FTA) (Section 5307) funds and local matches will be used for remaining capital costs.

The bulk of shorter-range operating expenses are from contractor fixed-route and paratransit services. The City is responsible for providing administrative staff, fuel, and vehicles. The contractor provides operations and maintenance labor and supplies. Operating revenues are predominately from the Transportation Development Act (TDA) with supplements from State Transit Administration (STA) and FTA planning funds. Fares, advertising revenue and interest account for approximately 32% of operating costs of fixed-route service and 11% for the paratransit service.

4. Implementation Responsibility

City of Visalia Public Works -- Transit staff is responsible for implementing transit services. The City Council-appointed Transit Advisory Committee works with the staff to clarify issues and make recommendations to the City Council.

5. Strategy

In addition to funding issues, transit service implementation depends on the carrying out following:

- Land use coordination
- Transportation Demand Management
- Facility and equipment improvements
- Regional coordination
- Transportation System management
- ADA strategy
- Marketing

C. BIKEWAYS

1. Key Objective

The underlying Circulation Element objective for Bikeways is to encourage bicycle usage in Visalia for commuting and recreational purposes. The 1993 Bikeway Plan recommends building an 86-mile system consisting of community loop, 11 smaller recreation loops, and commuter routes designed to serve all types of bicyclists. 44 miles of the system are proposed to be Class I - bike paths. The plan also acts as an air quality mitigation measure related to projected increases in traffic volumes. The plan is a principal means to secure federal and State funds for implementation.

2. Location

The Circulation Element's bikeway system is illustrated in the 1993 Bikeway Plan. Tables 5 and 6 in the Plan detail bikeway system improvement projects.

3. Estimated Cost & Timing

Phase I (Table 5) implementation involves 16.9 miles of bikeways with estimated costs ranging from \$343,800 to \$650,400 (these estimates do not include land acquisition costs). According to the Plan, Phase 1 implementation is to be completed by 2000. Phase II (Table 6) implementation involves 50.2 miles of bikeways with estimated costs ranging from \$3.4 million to \$4.7 million (these estimates do not include land acquisition costs). The delivery of these facilities depends upon funding availability for acquisition, development, and maintenance.

4. Implementation Responsibility

Public Works -- Engineering and Maintenance staff are responsible for design, construction and maintenance services. The Recreation staff assists Engineering staff to coordinate user needs and grant applications/administration.

5. Strategy

Bikeway implementation depends on the following:

- Fund Phase I projects with outside funding sources -- specifically State and federal grants.
- Consider, because of long-term funding concerns, Class I projects in Phase II -- along community waterways as conceptual. No acquisition or development is proposed for these facilities until feasibility and funding issues are resolved.
- Use City funding to maintain bikeway facilities.
- Study alternatives for bikeways in older sections of town where roadway pavement

width (i.e. Houston Ave., Court St., etc.) may not be sufficient to accommodate travel lanes, on-street parking, and bikeways (paths, lanes, or routes). Options to consider in cases where streets are too narrow to accommodate a bikeway are: 1) select an alternative bikeway route, 2) review on-street parking need, or 3) downgrade the bikeway classification to a Class III - bike route.

D. AIR SERVICES**1. Key Objective**

The underlying Circulation Element objective for Air Services is to promote the use of the airport to satisfy projected aviation demand as well as to ensure long-term compatibility with surrounding land uses.

2. Location

The Circulation Element's Air Services plan is illustrated on Figure A of the 1981 Visalia Municipal Airport Master Plan Report. This plan details the aviation-related improvement projects.

3. Estimated Cost & Timing

The airport depends upon a number of funding sources (municipal, State, federal) to finance facilities and improvements. The delivery of new airport facilities and improved operations depends upon funding availability.

4. Implementation Responsibility

Airport operations are administered by the City Fire Dept. The City Council-appointed Airport Advisory Committee works with the staff to clarify issues and make recommendations to the City Council.

5. Strategy

Airport implementation depends upon carrying out the following:

- A. Adopt/update -- periodically -- airport master plans.
- B. Continue to pursue federal and State funding for airport improvements.
- A. Coordinate airport issues with the Tulare County Airport Land Use Commission.
- B. Work to ensure compatibility between airport operations and development and surrounding land uses.

E. RAILROADS**1. Key Objective**

The underlying Circulation Element objective for the railroads component of the CE is to coordinate transportation/circulation facilities with existing railroad operations/facilities and to promote regional passenger and freight transportation facilities.

2. Location

The Circulation Element's railroad program is described on Circulation Element pages II-26 through II-27

3. Estimated Cost & Timing

The majority of railroad issues involve coordinating public works improvement projects and infrastructure related to private development proposals for grade crossings, right-of-way abandonment/acquisition, etc. Costs and timing for this work are integrated in Street and Highway System implementation.

4. Implementation Responsibility

Public Works -- Engineering staff is responsible for coordinating public improvements and private development proposals with railroad facilities. The City Manager and the City Council are responsible for long-range regional and state-wide policy issues.

5. Strategy

Railroad implementation depends upon carrying out the following:

- A. Coordinate railroad grade crossings, right-of-way acquisition, and related design/development projects into the Street and Highway System's implementation.
- B. Continue to promote regional and state-wide railroad passenger and freight operations.

F. PARKING**1. Key Objective**

The underlying Circulation Element objective for the City's parking program is to ensure an adequate amount of parking is supplied to meet existing and future parking demand.

2. Location

The Circulation Element's parking program is described on Circulation Element page V-19, the 1993 Downtown Parking Management Plan, and the Zoning Ordinance.

3. Estimated Cost & Timing

The cost and timing of implementing the parking program is dependent on approving new urban development, updating parking strategies and standards, improving Downtown facilities.

4. Implementation Responsibility

Parking program implementation is accomplished primarily through the review of new development proposals and the application of parking standards by Engineering and Planning staff. Special projects in the Downtown and/or large, phased development proposals may require the preparation of parking management plans prepared by consultants.

5. Strategy

Parking program implementation depends on carrying out the following:

- A. Apply parking standards for new development proposals.
- B. Review and update -- periodically -- parking strategies and standards.

G. Trucks & Goods Movement**1. Key Objective**

The underlying Circulation Element objective for trucks and goods movement is to provide a transportation system to effectively transport goods while minimizing adverse impacts to adjacent land uses.

2. Location

The Circulation Element's Trucks and Goods Movement section is detailed on Circulation Element page V-19.

3. Estimated Cost & Timing

The majority of Trucks and Goods Movement issues involve coordinating public works improvement projects and infrastructure related to private development proposals to ensure adequate arterial/collector location, pavement and median construction, on- and off-site circulation/access, etc. The costs and timing for this work are integrated in Street and Highway System, Railroads, and Air Services implementation.

4. Implementation Responsibility

Public Works -- Engineering and Planning staff are responsible to ensure efficient and compatible Truck and Goods Movement issues are integrated into the Street and Highway System and Railroads implementation. The Fire Department is currently responsible for air freight implementation.

5. Strategy

Truck and Goods Movement implementation depends on carry-out the following:

- A. Ensure the truck routes are being used by keeping the Businesses and their truck drivers informed of the designated truck routes and the routes which prohibit vehicles exceeding 14,000 pounds.
- B. Work to ensure compatibility between truck routes and development.
- C. Review/update Municipal Codes to ensure the proper movement of trucks and goods.

H. Pedestrians

1. Key Objective

The underlying Circulation Element objective for Pedestrians is to develop a safe and accessible system of sidewalks, crosswalks, and pedestrian street crossings, where warranted.

2. Location

The Circulation Element's pedestrian program is described on Circulation Element page V-20.

3. Estimated Cost & Timing

The majority of Pedestrian issues involve coordinating public works improvement projects and sidewalks for related private development proposals along the City's Street and Highway System. The costs and timing for sidewalks are integrated in Street and Highway System implementation.

4. Implementation Responsibility

Engineering, Planning, and Transit staff are responsible for Pedestrian program implementation via the design of public works improvement projects along arterials and collectors and sidewalks required with new urban development proposals.

5. Strategy

Pedestrian program implementation depends on carrying-out the following:

- A. Apply sidewalk standards for public works improvement projects and private development proposals.
- B. Review and update -- periodically -- sidewalk standards.

Appendices

Appendices

APPENDIX A

Level of Service Methodology for Roadway Segments and Intersections

Table A-1 HCM-Based LOS Defaults for City of Visalia

Table A-2 Level of Service Criteria for Signalized Intersections

**LEVEL OF SERVICE METHODOLOGY
1996 CITY OF VISALIA GENERAL PLAN**

Florida Department of Transportation (DOT) Level of Service (LOS) Tables have been utilized to analyze street and highway segments along the RTP/CMP Systems. The Tables (referred to as "Modified Highway Capacity Manual LOS Tables") have been used to specifically evaluate the impacts of existing and planned growth and developments on the existing and proposed circulation system.

The Florida LOS Tables were developed in 1988 by Florida DOT in response to the passage of significant growth management legislation during the mid-1980s, as well as to the need to comply to standards published in the revised 1994 Highway Capacity Manual (HCM). The Tables were established to:

- provide a grade LOS (A thru F) for future transportation corridor segment analysis. Such analysis is not available from HCM applications;
- to provide a better estimate of segment LOS versus reliance on the volume to capacity (V/C) ratio methodology which is not HCM-based, since it does not consider the effects of delay and congestion, especially at signalized intersections along rural facilities where passing opportunities are limited; and
- to provide a consistent process to measure LOS.

Because the Tables consider the effects which cause congestion and delay, they are considered HCM-based and in accordance with the 1994 HCM wherein delay is the primary factor used to measure LOS.

The standards incorporated in the Modified HCM-Based LOS Tables include the correlation between urban size and highway congestion, urban infill, the different roles provided by state facilities, the impact of development and the provision of necessary infrastructure, flexibility in assessing special transportation areas, consideration of the relationship between highways and exclusive transit systems servicing commuters, and recognition that numerous state facilities are constrained and backlogged with no potential for expansion due to physical or policy barriers. Furthermore, the LOS Tables are applicable in determining street and highway system needs and deficiencies; directing development of long-range transportation activities within urban areas; assessing project priorities; evaluating additional access points such as interchanges, roads and driveways; analyzing regional and local government transportation/circulation plans; and determining impacts from proposed developments.

Information provided in the LOS Tables includes three different types of area analysis including: urbanized areas; areas transitioning into urbanized areas or non-urbanized areas with a population of over 5,000; and rural undeveloped areas or developed areas with a population of less than 5,000. The Tables are representative of peak hour and peak direction conditions with daily volumes encompassing directional, subhourly, hourly, daily, monthly, and seasonal peaking characteristics of traffic. Traffic conditions are evaluated considering 1) service flow rates (considered as the maximum hourly rate at which vehicles can safely pass through an intersection during a 15 minute interval under current traffic signalization conditions), and 2) a specified LOS.

Data provided by the LOS Tables are based upon methodologies provided from the 1994 HCM, as well as from actual City of Visalia traffic and signalization conditions. It should be noted that the Tables are considered measurement guidelines for street and highway LOS estimations, and are not to be considered statewide standards. The use of LOS Tables is recommended for general planning applications necessary to evaluate street and highway LOS and through lane requirements. The Tables are directly applicable for use within more comprehensive planning activities in which less field data is available when planning takes longer to implement.

When dealing with the LOS Tables, default variables can be applied and include a variety of street and highway characteristics such as number of lanes, number of signalized intersections per mile, saturation flow rate, etc. The LOS analysis for the Circulation Element considered different street and highway types (reference Table A-1). Metropolitan freeways were analyzed using Group 2 Freeways variables while most inner-city arterials were analyzed using Urban Class C State Arterial variables. All level terrain highways were analyzed using 55 MPH Level Terrain variables. The default variables referenced by street and

highway types above, were only applied to calculate LOS when actual known data (existing and future) was not available. To the extent possible, actual or planned street and highway geometrics, speeds, saturation flow, etc., were applied to calculate LOS. This information was gathered from the Tulare County Association of Governments, City of Visalia, Tulare County, and Caltrans District 06.

Given the extensive application of LOS Tables to various types of projects and analysis, the Tables are considered extremely applicable to the goal of segment LOS. This conclusion is based upon detailed comparative analysis considering various other HCM and delay-based methodologies referenced in the HCM.

**TABLE A-1
HCM-BASED LOS DEFAULTS
FOR CITY OF VISALIA**

		K(100)	Directional distribution factor	PHF	Adjusted Saturation Flow	% Turns	Arterial Class	Posted (design) Speed	Medians	Left Turn Bays	Percent No Passing	Signalized Intersections/Mile	Arrival Type	Signal Type	Cycle Length (C)	Weighted Effective Green
Urban	Freeways															
	Group 1	0.088	0.600	0.825	1950	n/a	n/a	70	Yes	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	Group 2	0.092	0.568	0.975	1900	n/a	n/a	70	Yes	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	State Arterials															
	A	0.091	0.568	0.975	1850	0.12	n/a	70	Yes	Yes	n/a	n/a	n/a	n/a	n/a	n/a
	B	0.091	0.568	0.955	1850	0.12	I	45	Yes	Yes	n/a	1.5	3 A	120	0.42	
	C	0.091	0.515	0.925	1850	0.12	I	40	Yes	Yes	n/a	3.0	4 S	120	0.42	
	D	0.088	0.515	0.925	1850	0.12	II	35	Yes	Yes	n/a	5.0	4 S	120	0.42	
	E	0.088	0.515	0.925	1850	0.12	III	30	Yes	Yes	n/a	7.5	4 S	120	0.42	
	Non-State Arterials															
Within 3 mi downtown core	Major	0.091	0.540	0.925	1750	0.12	I	40	Yes	Yes	n/a	2.5	4 S	100	0.42	
Within 1 mi freeway	Major	0.091	0.540	0.930	1750	0.12	II	35	Yes	Yes	n/a	2.5	4 A	100	0.42	
> 3 mi downtown core	Major	0.091	0.568	0.930	1850	0.12	I	45	Yes	Yes	n/a	2.0	4 S	120	0.42	
> 1 mi fwy & > 3 mi dwntwn core	Major	0.091	0.568	0.930	1850	0.12	I	40	Yes	Yes	n/a	2.0	4 S	120	0.42	
Downtown core	Major	0.091	0.515	0.925	1700	0.12	III	30	Yes	Yes	n/a	3.0	4 PT	100	0.42	
Minor Arterials/Other Roadways	Other	0.091	0.568	0.925	1850	0.16	n/a	n/a	Yes	Yes	n/a	n/a	3 S	120	0.32	
Transitioning	Freeways															
	State Arterials	0.097	0.568	0.950	1850	n/a	n/a	70	Yes	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	A	0.093	0.568	0.910	1750	0.12	n/a	50	Yes	Yes	n/a	n/a	n/a	n/a	n/a	n/a
	B	0.093	0.568	0.910	1750	0.12	I	45	Yes	Yes	n/a	1.5	3 A	120	0.42	
	C	0.093	0.568	0.910	1750	0.12	I	40	Yes	Yes	n/a	3.0	4 S	120	0.42	
	D	0.091	0.568	0.910	1750	0.12	II	35	Yes	Yes	n/a	5.0	4 S	120	0.42	
	Non-State Arterials															
< 3 mi major urban dev.	Major	0.093	0.568	0.910	1700	0.12	I	40	Yes	Yes	n/a	2.5	4 S	120	0.40	
> 3 mi major urban dev.	Major	0.093	0.568	0.910	1750	0.12	I	45	Yes	Yes	n/a	1.5	4 S	120	0.40	
	Other	0.093	0.568	0.910	1700	0.16	n/a	n/a	Yes	Yes	n/a	n/a	3 S	120	0.32	
Rural Undeveloped	Freeways	0.101	0.568	0.950	1800	n/a	n/a	70	Yes	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Level Terrain	Multi-lane Highways	0.100	0.568	0.950	1750	n/a	n/a	55	-	Yes	n/a	n/a	n/a	n/a	n/a	n/a
Mountainous Terrain	Multi-lane Highways	0.100	0.568	0.950	1650	n/a	n/a	45	-	-	n/a	n/a	n/a	n/a	n/a	n/a
Level Terrain	2-lane Highways	0.100	0.568	0.880	2600	n/a	n/a	55	No	Yes	20	n/a	n/a	n/a	n/a	n/a
Level Terrain	2-lane Highways	0.100	0.568	0.880	2600	n/a	n/a	45	No	Yes	40	n/a	n/a	n/a	n/a	n/a
Mountainous Terrain	55 mph	0.100	0.568	0.880	2200	n/a	n/a	40	No	-	60	n/a	n/a	n/a	n/a	n/a
Mountainous Terrain	45 mph	0.100	0.568	0.880	1800	n/a	n/a	35	No	-	80	n/a	n/a	n/a	n/a	n/a
Mountainous Terrain	40 mph	0.100	0.568	0.880	1800	n/a	n/a	35	No	-	100	n/a	n/a	n/a	n/a	n/a
Mountainous Terrain	35 mph															
Mountainous Terrain	30 mph															
Cities or Developed with Population < 5,000	Freeways	0.101	0.568	0.950	1800	n/a	n/a	70	Yes	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	Multi-lane Highways	0.095	0.568	0.895	1750	n/a	n/a	55	-	-	n/a	n/a	n/a	n/a	n/a	n/a
	55 mph	0.095	0.568	0.895	1750	n/a	n/a	45	-	-	n/a	n/a	n/a	n/a	n/a	n/a
	45 mph															
	2-lane Highways	0.095	0.568	0.895	1600	n/a	n/a	55	-	-	n/a	n/a	n/a	n/a	n/a	n/a
	55 mph	0.095	0.568	0.895	1500	n/a	n/a	45	-	-	n/a	n/a	n/a	n/a	n/a	n/a
	45 mph															
	Arterials															
	81	0.095	0.568	0.895	1700	0.12	I	45	-	-	n/a	1.0	3 A	60		
	62	0.095	0.568	0.895	1700	0.12	I	45	-	-	n/a	2.0	3 A	60		
	Non-State	0.095	0.568	0.895	1700	0.16	n/a	n/a	No	-	n/a	n/a	3 A	60		
												n/a	0	60	0.4	

LEVEL OF SERVICE CONCEPT

The 1994 Highway Capacity Manual (Special Report No. 209) published by the Transportation Research Board establishes a system by which highway facilities are examined for their adequacy to handle traffic volumes. The terminology "Level of Service" is used to provide a "qualitative" evaluation based on certain "quantitative" calculations that are related to empirical values.

Level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and loss of travel time. Specifically, level of service criteria are stated in terms of the Control Delay per vehicle for the peak 15 minute period within the hour analyzed. The Control Delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The criteria for the various Level of Service designations are given in the following table.

Table A-2	
Level of Service Criteria for Signalized Intersections	
Level of Service	Control Delay per Vehicle (SEC)
A	10.0 or less
B	10.1 – 20.0
C	20.1 – 35.0
D	35.1 – 55.0
E	55.1 – 80.0
F	80.0 or greater

Delay is a complex measure, and is dependent on a number of variables, including the quality of Traffic Signal progression, the cycle length, the Green time to Cycle length ratio (G/C), and the Volume to Capacity Ratio (V/C) for the lane group or approach in question. Intersection Capacity, Level of Service and delay are thus dependent upon a number of factors, including the following:

- ❖ Area type
- ❖ Intersection geometrics
- ❖ Parking conditions
- ❖ Pedestrian activity
- ❖ Bus stop location and activity
- ❖ Traffic signal operation
- ❖ Vehicle mix
- ❖ Peak hour factor

LEVEL OF SERVICE DESCRIPTIONS

Following are brief descriptions of the six Levels of Service designations for urban arterials as reported in the 1994 Highway Capacity Manual:

- Level of Service A** describes primarily free-flow operations at average travel speeds, usually about 90 percent of the free-flow speed for the arterial classification. Vehicles are seldom impeded in their ability to maneuver within the traffic stream. Delay at signalized intersections is minimal.
- Level of Service B** represents reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free-flow speed for the arterial classification. The ability to maneuver in the traffic stream is only slightly restricted and delays are not bothersome.
- Level of Service C** represents stable operation; however, ability to maneuver and change lanes in midblock locations may be more restricted than in LOS B. Longer queues, adverse signal coordination, or both may contribute to lower average speeds of about 50 percent of the average free-flow speed for the arterial classification.
- Level of Service D** borders on a range in which small increases in flow may cause substantial increases in approach delay and hence decreases in arterial speed. LOS D may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 40 percent of free-flow speed.
- Level of Service E** characterized by significant delays and average travel speeds of one-third the free-flow speed or less. Such operations are caused by some combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections, and inappropriate signal timing.
- Level of Service F** characterizes arterial flow at extremely low speeds from less than one-third to one-quarter of the free-flow speed. Intersection congestion is likely at critical signalized locations with long delays and extensive queuing.

Arterial Level of Service

	Arterial Classification			
	I	II	III	IV
Range of free flow speeds	45 to 55	35 to 45	30 to 35	25 to 35
Typical free-flow speeds	50	40	33	30
Level of Service	Average Travel Speed			
A	≥42	≥35	30≥	≥25
B	≥34	≥28	≥24	≥19
C	≥27	≥22	≥18	≥13
D	≥21	≥17	≥14	≥9
E	≥16	≥13	≥10	≥7
F	< 16	< 13	< 10	< 7

APPENDIX B

EXISTING LEVELS OF SERVICE

Table B-1 Existing Street Segment Levels of Service

Table B-2 Existing Intersection Operations

¹ N/A = Not Available

² A higher LOS cannot be achieved according to FDOT tables

**TABLE B-1A—REGIONAL FACILITIES
EXISTING STREET SEGMENT LEVELS OF SERVICE**

Street Segment	Configuration	Daily Volumes	LOS C Capacity	LOS
State Route 99				
North UAB to Betty Drive	4 Divided Freeway	34000	67400	B
Betty Drive/Goshen Avenue	4 Divided Freeway	34000	67400	B
Goshen Avenue/SR 198	4 Divided Freeway	40000	67400	C
SR 198/Caldwell Avenue	4 Divided Freeway	35500	67400	C
Caldwell Avenue to South UAB	4 Divided Freeway	33500	67400	B
State Route 198				
West UAB to SR 99	4 Divided Expressway	10800	60000	A
SR 99/Plaza Drive	4 Divided Freeway	21100	67400	A
Plaza Drive/Shirk Road	4 Divided Freeway	26000	67400	B
Shirk Road/Akers Street	4 Divided Expressway	25500	60000	A
Akers Street/County Center Drive	4 Divided Expressway	36000	60000	B
County Center Drive/Mooney Boulevard	4 Divided Freeway	37000	67400	C
Mooney Boulevard/Santa Fe Street	4 Divided Freeway	31000	67400	B
Santa Fe Street/Lovers Lane	4 Divided Freeway	21200	67400	A
Lovers Lane to East UAB	4 Divided Freeway	15800	67400	A

UAB - Urban Area Boundary

1 N/A = Not Available

2 A higher LOS cannot be achieved according to FDOT tables

**TABLE B-1B—EAST/WEST ARTERIALS
EXISTING STREET SEGMENT LEVELS OF SERVICE**

Street Segment	Configuration	Daily Volumes	LOS C Capacity	LOS
Avenue 320				
Plaza Drive/Shirk Road	2 Undivided	N/A	17800	---
Shirk Road/Akers Street	2 Undivided	N/A	17800	---
Akers Street/Demaree Street	2 Undivided	N/A	17800	---
Dinuba Boulevard (SR 63)/Ben Maddox Way	2 Undivided	N/A	17800	---
Ben Maddox Way/Road 138	2 Undivided	N/A	17800	---
Road 138/McAuliff Street	2 Undivided	N/A	17800	---
McAuliff Street/Road 148	2 Undivided	N/A	17800	---
Betty Drive				
State Route 99/Road 67 (Camp Drive)	2 Undivided	N/A	17800	---
Riggin Avenue				
West Urban Boundary/Plaza Drive	2 Undivided	N/A	17800	---
Plaza Drive/Kelsey Street	2 Undivided	N/A	17800	---
Kelsey Street/Shirk Road	2 Undivided	N/A	17800	---
Shirk Road/Akers Street	2 Undivided	N/A	17800	---
Akers Street/Linwood Street	2 Undivided	N/A	17800	---
Linwood Street/Demaree Street	2 Undivided	N/A	17800	---
Demaree Street/Mooney Boulevard	2 Undivided	3200	17800	B
Mooney Boulevard/Giddings Street	2 Undivided	3250	17800	B
Giddings Street/Dinuba Boulevard	2 Undivided	3000	17800	B
St. Johns Parkway				
Modoc Ditch/Burke Street	2 Divided	N/A	17800	---
Burke Street/Ben Maddox Way	2 Divided	N/A	17800	---

1 N/A = Not Available

2 A higher LOS cannot be achieved according to FDOT tables

**TABLE B-1B—EAST/WEST ARTERIALS
EXISTING STREET SEGMENT LEVELS OF SERVICE**

Street Segment	Configuration	Daily Volumes	LOS C Capacity	LOS
Goshen Avenue				
SR 99/Camp Drive	2 Undivided	N/A	17800	---
Camp Drive/Road 76	2 Undivided	N/A	17800	---
Road 76/Plaza Drive	4 Undivided	N/A	35900	---
Plaza Drive/Kelsey	4 Undivided	5800	35900	B
Kelsey/Road 88	4 Undivided	N/A	35900	---
Road 88/Shirk Road	2 Undivided	6400	17800	B
Shirk Road/Akers Street	2 Undivided	8300	17800	C
Akers Street/Chinowth Street	2 Undivided	9800	17800	C
Chinowth Street/Demaree Street	4 Undivided	11900	35900	B
Demaree Street/Mooney Boulevard	4 Undivided	10400	35900	B
Mooney Boulevard/Divisadero Street	4 Undivided	9600	35900	B
Divisadero Street/Hall Street				
Hall Street/Giddings Street				
Houston Avenue				
Demaree Street/Mooney Boulevard	2 Undivided	5400	17800	B
Mooney Boulevard/Divisadero Street	2 Undivided	7200	17800	B
Divisadero Street/Giddings Street	2 Undivided	10,500	17800	C
Giddings Street/Jacob Street	2 Undivided	11000	17800	C
Jacob Street/Willis Street	2 Undivided	11000	17800	C
Willis Street/Dinuba Boulevard (SR 63)	2 Undivided	13500	17800	C
Dinuba Boulevard (SR 63)/Court Street	2 Undivided	9400	17800	C
Court Street/Santa Fe Street	2 Undivided	9100	17800	C
Santa Fe Street/Burke Street	2 Undivided	N/A	17800	---

1 N/A = Not Available

2 A higher LOS cannot be achieved according to FDOT tables

**TABLE B-1B—EAST/WEST ARTERIALS
EXISTING STREET SEGMENT LEVELS OF SERVICE**

Street Segment	Configuration	Daily Volumes	LOS C Capacity	LOS
Houston Avenue (continued)				
Burke Street/Ben Maddox Way	2 Undivided	N/A	17800	---
Ben Maddox Way/Cain Street	2 Undivided	8700	17800	C
Cain Street/Lovers Lane	2 Undivided	8700	17800	C
Houston Avenue - State Route 216				
Lovers Lane/McAuliff Street	2 Undivided	6400	17800	B
McAuliff Street/Sol Road	2 Undivided	6400	17800	B
Ivanhoe Drive				
Sol Road/Road 152	2 Undivided	N/A	17800	---
Road 152/Eastern Urban Boundary	2 Undivided	N/A	17800	---
Center Street				
Hall Avenue/Giddings Street	2 One Way	5400	17800	B ²
Giddings Street/Jacob Street	2 One Way	6500	17800	B ²
Jacob Street/Willis Street	2 One Way	6400	17800	B ²
Willis Street/West Street	3 One Way	8100	35900	B ²
West Street/Locust Street	3 One Way	7700	35900	B ²
Locust Street/Court Street	3 One Way	N/A	35900	---
Court Street/Bridge	3 One Way	5600	35900	B ²
Bridge/Santa Fe Street	2 Undivided	5000	17800	B ²
Santa Fe Street/Burke Street	2 Undivided	4700	17800	B ²
Burke Street/Ben Maddox Way	2 Undivided	4300	17800	B ²
Main Street				
County Center Drive/Mill Creek Drive	2 Undivided	7400	17800	B ²
Mill Creek Drive/Mooney Boulevard (SR 63)	2 Undivided	9500	17800	C ²
Mooney Boulevard (SR 63)/Hall Avenue	4 Undivided	19900	35900	C ²
Hall Avenue/Giddings Street	2 Undivided	9700	17800	C ²
Giddings Street/Jacob Street	2 Undivided	10500	17800	C ²
Jacob Street/Conyer Street	2 Undivided	8600	17800	C ²

1 N/A = Not Available

2 A higher LOS cannot be achieved according to FDOT tables

**TABLE B-1B—EAST/WEST ARTERIALS
EXISTING STREET SEGMENT LEVELS OF SERVICE**

Street Segment	Configuration	Daily Volumes	LOS C Capacity	LOS
Main Street (continued)				
Ben Maddox Way/Cain Street	2 Undivided	9800	17800	C
Cain Street/Mineral King Avenue	2 Undivided	9400	17800	C
Acequia Avenue				
Conyer Street/Willis Street	2 One Way	2800	17800	B ²
Willis Street/West Street	3 One Way	3950	35900	B ²
West Street/Locust Street	3 One Way	5250	35900	B ²
Locust Street/Court Street	3 One Way	3700	35900	B ²
Court Street/Bridge Street	3 One Way	3900	35900	B ²
Bridge Street/Santa Fe Street	2 Undivided	3400	17800	B
Santa Fe Street/Burke Street	2 Undivided	2650	17800	B
Burke Street/Cotta Court	2 Undivided	2200	17800	B
Mineral King Avenue				
Akers Street/Linwood Street	2 Undivided	2750	17800	B
Linwood Street/Chinowth Street	2 Undivided	3050	17800	B
Chinowth Street/Demaree Street	2 Undivided	2100	17800	B
Demaree Street/Main Street	2 Undivided	3600	17800	B
Mooney Blvd. (SR 63)/Giddings Street	2 One Way	9900	17800	C
Giddings Street/Conyer Street	2 One Way	6200	17800	B
Conyer Street/Willis Street	3 One Way	6200	35900	B
Willis Street/Locust Street	3 One Way	N/A	35900	---
Locust Street/Court Street	3 One Way	N/A	35900	---
Court Street/Bridge Street	3 One Way	7600	35900	B ²
Bridge Street/Santa Fe Street	3 One Way	6900	35900	B ²
Santa Fe Street/Burke Street	3 One Way	5200	35900	B ²
Burke Street/Ben Maddox Way	3 One Way	6000	35900	B ²
Ben Maddox Way/Cain Street	4 Undivided	12000	35900	B
Cain Street/Main Street	2 Undivided	5200	17800	B
Main Street/Lovers Lane	2 Undivided	9300	17800	C

1 N/A = Not Available

2 A higher LOS cannot be achieved according to FDOT tables

**TABLE B-1B—EAST/WEST ARTERIALS
EXISTING STREET SEGMENT LEVELS OF SERVICE**

Street Segment	Configuration	Daily Volumes	LOS C Capacity	LOS
Mineral King Avenue (continued)				
Akers Street/Linwood Street	2 Undivided	2750	17800	B
Lovers Lane/Road 152	2 Undivided	10400	17800	C
Road 152/Eastern Urban Boundary	2 Undivided	N/A	17800	---
Noble Avenue				
Mooney Blvd. (SR 63)/Giddings Street	3 One Way	4900	35900	B ²
Giddings Street/Conyer Street	3 One Way	4800	35900	B ²
Conyer Street/Locust Street	3 One Way	6500	35900	B ²
Locust Street/Court Street	3 One Way	N/A	35900	---
Court Street/Bridge Street	3 One Way	6500	35900	B ²
Bridge Street/Santa Fe Street	3 One Way	4800	35900	B ²
Santa Fe Street/Burke Street	3 One Way	4,750	35900	B ²
Burke Street/Ben Maddox Way	3 One Way	5400	35900	B ²
Ben Maddox Way/Pinkham Street	2 Undivided	13500	17800	C
Pinkham Street/Lovers Lane	2 Undivided	9700	17800	C
Lovers Lane/McAuliff Street	2 Undivided	1700	17800	B
McAuliff Street/Road 152	2 Undivided	1700	17800	B
Road 152/Eastern Urban Boundary	2 Undivided	N/A	17800	---
Walnut Avenue				
Plaza Drive/Shirk Road	2 Undivided	N/A	17800	---
Shirk Road/Roeben Road	2 Undivided	1950	17800	B
Roeben Road/Akers Street	4 Undivided	4150	35900	B
Akers Street/Linwood Street	4 Divided	8700	35900	B
Linwood Street/Chinowth Street	4 Divided	8300	35900	B
Chinowth Street/Demaree Street	4 Divided	10800	35900	B
Demaree Street/County Center Drive	4 Divided	12200	35900	B
County Center Drive/Woodland Street	4 Divided	14500	35900	B
Woodland Drive/Mooney Blvd. (SR 63)	4 Divided	16600	35900	C

1 N/A = Not Available

2 A higher LOS cannot be achieved according to FDOT tables

**TABLE B-1B—EAST/WEST ARTERIALS
EXISTING STREET SEGMENT LEVELS OF SERVICE**

Street Segment	Configuration	Daily Volumes	LOS C Capacity	LOS
Walnut Avenue (continued)				
Mooney Blvd. (SR 63)/Giddings Street	4 Divided	16600	35900	C
Giddings Street/Conyer Street	4 Divided	14700	35900	B
Conyer Street/Court Street	4 Divided	11800	35900	B
Court Street/Santa Fe Street	4 Undivided	11400	35900	B
Santa Fe Street/Bradley Street	4 Undivided	10700	35900	B
Bradley Street/Ben Maddox Way	4 Undivided	12200	35900	B
Ben Maddox Way/Pinkham Street	2 Undivided	7900	17800	C
Pinkham Street/Lovers Lane	2 Undivided	6400	17800	B
Lovers Lane/McAuliff Street	2 Undivided	4000	17800	B
McAuliff Street/Road 148	2 Undivided	N/A	17800	--
Road 148/Eastern Urban Boundary	2 Undivided	N/A	17800	---
Caldwell Avenue				
West UAB/SR 99				
SR 99/Shirk Road	2 Undivided	7000	17800	B
Shirk Road/Akers Street	2 Undivided	7400	17800	B
Akers Street/Linwood Street	2 Undivided	12000	17800	C
Linwood Street/Chinowth Street	2 Undivided	12500	17800	C
Chinowth Street/Demaree Street	2 Undivided	14500	17800	C
Demaree Street/County Center Drive	4 Undivided	18000	35900	C
County Center Drive/Mooney Boulevard (SR 63)	4 Undivided	22800	35900	C
Mooney Boulevard (SR 63)/Dollner Street	4 Undivided	28000	35900	C
Dollner Street/Court Street	4 Undivided	21800	35900	C
Court Street/Santa Fe Street	4 Undivided	15000	35900	C
Santa Fe Street/Lovers Lane	4 Undivided	10700	35900	C
Lovers Lane/Road 148	2 Undivided	N/A	17800	---
Road 148/Eastern Urban Boundary	2 Undivided	N/A	17800	---

1 N/A = Not Available

2 A higher LOS cannot be achieved according to FDOT tables

**TABLE B-1B—EAST/WEST ARTERIALS
EXISTING STREET SEGMENT LEVELS OF SERVICE**

Street Segment	Configuration	Daily Volumes	LOS C Capacity	LOS
Avenue 272				
Shirk Road/Akers Street	2 Undivided	N/A	17800	---
Akers Street/Demaree Street	2 Undivided	N/A	17800	---
Demaree Street/Mooney Blvd. (SR 63)	2 Undivided	660	17800	B
Mooney Boulevard (SR 63)/Road 122	2 Undivided	750	17800	B
Santa Fe Street/Eastern Urban Boundary	2 Undivided	N/A	17800	---

1 N/A = Not Available

2 A higher LOS cannot be achieved according to FDOT tables

**TABLE B-1C—NORTH/SOUTH ARTERIALS
EXISTING STREET SEGMENT LEVELS OF SERVICE**

Street Segment	Configuration	Daily Volumes ¹	LOS C Capacity	LOS
Plaza Drive				
Avenue 320/Riggin Avenue	2 Undivided	N/A	17800	---
Riggin Avenue/Ferguson Avenue	2 Undivided	N/A	17800	---
Ferguson Avenue/Goshen Avenue	4 Divided	6400	35900	B
Goshen Avenue/SR 198	2 Undivided	9500	17800	C
Shirk Road				
Avenue 320/Riggin Avenue	2 Undivided	N/A	17800	---
Riggin Avenue/Sunnyview	2 Undivided	N/A	17800	---
Sunnyview/Doe Avenue	2 Undivided	N/A	17800	---
Doe Avenue/Goshen Avenue	2 Undivided	4150	17800	B
Goshen Avenue/Hurley Avenue	2 Undivided	2650	17800	B
Hurley Avenue/SR 198	2 Undivided	N/A	17800	---
SR 198/Walnut Avenue	2 Undivided	1550	17800	B
Walnut Avenue/Caldwell Avenue	2 Undivided	N/A	17800	---
Avenue 276/Avenue 272	2 Undivided	N/A	17800	---
Akers Street				
Avenue 320/Riggin Avenue	2 Undivided	N/A	17800	---
Riggin Avenue/Goshen Avenue	2 Undivided	2600	17800	B
Goshen Avenue/Hurley Avenue	4 Divided	9200	35900	B
Hurley Avenue/SR 198	4 Divided	14200	35900	B
SR 198/Tulare Avenue	4 Divided	12100	35900	B
Tulare Avenue/Walnut Avenue	4 Divided	11000	35900	B
Walnut Avenue/Whitendale Avenue	2 Undivided	3150	17800	B
Whitendale Avenue/Caldwell Avenue	2 Undivided	5800	17800	B

¹ N/A = Not Available

² A higher LOS cannot be achieved according to FDOT tables

**TABLE B-1C—NORTH/SOUTH ARTERIALS
EXISTING STREET SEGMENT LEVELS OF SERVICE**

Street Segment	Configuration	Daily Volumes ¹	LOS C Capacity	LOS
Akers Street (continued)				
Caldwell Avenue/Avenue 276	2 Undivided	3550	17800	B
Avenue 276/Avenue 272	2 Undivided	N/A	17800	---
Demaree Street				
Avenue 320/Pratt Road	2 Undivided	N/A	17800	---
Pratt Road/Avenue 316	2 Undivided	N/A	17800	---
Avenue 316/Riggin Avenue	2 Undivided	N/A	17800	---
Riggin Avenue/Ferguson Street	2 Undivided	N/A	17800	---
Ferguson Street/Houston Avenue	2 Undivided	4400	17800	B
Houston Avenue/Goshen Avenue	2 Undivided	9400	17800	C
Goshen Avenue/Mill Creek Drive	4 Undivided	12800	35900	B
Mill Creek Drive/SR 198	4 Undivided	12200	35900	B
SR 198/Tulare Avenue	4 Undivided	17600	35900	C
Tulare Avenue/Walnut Avenue	4 Undivided	15800	35900	C
Walnut Avenue/Whitendale Avenue	4 Undivided	12700	35900	B
Whitendale Avenue/Caldwell Avenue	4 Undivided	12400	35900	B
Caldwell Avenue/Avenue 272	2 Undivided	12400	17800	B
Mooney Boulevard				
Riggin Avenue/Ferguson Street	2 Undivided	10900	17800	C
Ferguson Street/Houston Avenue	2 Undivided	10900	17800	C
Houston Avenue/Goshen Avenue	2 Undivided	3100	17800	B
Main Street/SR 198	4 Divided	16100	35900	C

¹ N/A = Not Available

² A higher LOS cannot be achieved according to FDOT tables

**TABLE B-1C—NORTH/SOUTH ARTERIALS
EXISTING STREET SEGMENT LEVELS OF SERVICE**

Street Segment	Configuration	Daily Volumes ¹	LOS C Capacity	LOS
Mooney Boulevard (SR63)				
SR 198/Tulare Avenue	4 Divided	23800	35900	C
Tulare Avenue/Walnut Avenue	4 Divided	29000	35900	C
Walnut Avenue/Whitendale Avenue	4 Divided	29000	35900	C
Whitendale Avenue/Caldwell Avenue	4 Divided	29000	35900	C
Caldwell Avenue/Avenue 272	4 Divided	17900	35900	C
Avenue 272/South UAB	4 Divided	17900	35900	C
Dinuba Boulevard (SR63)				
Avenue 320/River Way Drive	2 Undivided	10900	17800	C
River Way Drive/Riggin Avenue	2 Undivided	10900	17800	C
Riggin Avenue/Ferguson Street	2 Undivided	10900	17800	C
Ferguson Street/Houston Avenue	2 Undivided	10900	17800	C
Northwest Second Avenue				
West Street/Locust Street	2 One Way	N/A	17800	---
Locust Street				
Northwest Second Avenue/Murray Avenue	2 One Way	N/A	17800	---
Murray Avenue/Oak Street	2 One Way	N/A	17800	---
Oak Street/Center Street	3 One Way	N/A	35900	---
Center Street/Main Street	3 One Way	N/A	35900	---
Main Street/Acequia Avenue	3 One Way	N/A	35900	---
Acequia Avenue/SR 198	3 One Way	N/A	35900	---
SR 198/Tulare Avenue	2 One Way	6600	17800	B ²

¹ N/A = Not Available

² A higher LOS cannot be achieved according to FDOT tables

**TABLE B-1C—NORTH/SOUTH ARTERIALS
EXISTING STREET SEGMENT LEVELS OF SERVICE**

Street Segment	Configuration	Daily Volumes ¹	LOS C Capacity	LOS
Northwest Third Avenue				
Court Street/Houston Avenue	2 One Way	N/A	17800	---
Court Street				
Northwest Third Avenue/Murray Avenue	2 One Way	N/A	17800	---
Murray Avenue/Center Street	2 One Way	N/A	17800	---
Center Street/Main Street	3 One Way	N/A	35900	---
Main Street/Acequia Avenue	3 One Way	N/A	35900	---
Acequia Avenue/SR 198	3 One Way	N/A	35900	---
SR 198/ Tulare Avenue	2 One Way	7100	35900	C ²
Tulare Avenue/Walnut Avenue	2 Undivided	13700	17800	C
Walnut Avenue/Whitendale Avenue	2 Undivided	11000	17800	C
Whitendale Avenue/Caldwell Avenue	2 Undivided	8000	17800	C
Ben Maddox Way				
Avenue 320/St. John's Parkway	2 Undivided	6800	17800	B ²
St. John's Parkway/Houston Avenue	4 Undivided	11500	35900	B ²
Houston Avenue/Goshen Avenue	4 Undivided	19000	35900	C ²
Goshen Avenue/Center Street	4 Undivided	20200	35900	C ²
Center Street/Main Street	4 Undivided	21800	35900	C ²
Main Street/SR 198	4 Undivided	20100	35900	C ²
SR 198/Tulare Avenue	4 Divided	12700	35900	B ²
Tulare Avenue/Walnut Avenue	2 Undivided	8100	17800	C ²
Walnut Avenue/S.P. Railroad Tracks	2 Undivided	1450	17800	B ²
S.P. Railroad Tracks/Caldwell Avenue	2 Undivided	1450	17800	B ²
Lovers Lane				
St. John's Parkway/Houston Avenue	4 Undivided			
Houston Avenue/Mill Creek Parkway	4 Divided	8400	35900	B
Mill Creek Parkway/SR 198	4 Divided	20900	35900	C

¹ N/A = Not Available

² A higher LOS cannot be achieved according to FDOT tables

**TABLE B-1C—NORTH/SOUTH ARTERIALS
EXISTING STREET SEGMENT LEVELS OF SERVICE**

Street Segment	Configuration	Daily Volumes ¹	LOS C Capacity	LOS
Lovers Lane (continued)				
SR198/Tulare Avenue	4 Divided	18400	35900	C
Tulare Avenue/Walnut Avenue	4 Divided	13900	35900	B
Walnut Avenue/K Road	4 Divided	9900	35900	B
K Road/Caldwell Avenue	4 Divided	N/A	35900	---
Caldwell Avenue/Southern Pacific Railroad Track	4 Divided	N/A	35900	---
McAuliff Road				
Avenue 320/Houston Avenue	2 Undivided	6300	17800	B
Road 148				
Judy Lane/Walnut Avenue	2 Undivided	N/A	17800	---
Walnut Avenue/Caldwell Avenue	2 Undivided	N/A	17800	---
Caldwell Avenue/Southern Urban Boundary	2 Undivided	N/A	17800	---
Road 152				
Ivanhoe Drive (SR 216)/SR 198	2 Undivided	N/A	17800	---

¹ N/A = Not Available

² A higher LOS cannot be achieved according to FDOT tables

**TABLE B-1D—EAST/WEST COLLECTORS
EXISTING STREET SEGMENT LEVELS OF SERVICE**

Street Segment	Configuration	Daily Volumes ¹	LOS C Capacity	LOS
Avenue 316				
Demaree Street/terminus west of Demaree Street	2 Undivided	N/A	15200	---
Pratt Road				
Demaree Street/Road 116	2 Undivided	N/A	15200	---
River Way Drive				
Road 116/Dinuba Boulevard	2 Undivided	N/A	15200	---
Sunnyview				
Terminus east of Road 84/Shirk Road	2 Undivided	N/A	15200	---
Ferguson Street (Avenue 358)				
Road 72/Road 76	2 Undivided	N/A	15200	---
Road 76/Plaza Drive	2 Undivided	N/A	15200	---
Plaza Drive/West of Kelsey Street	2 Undivided	N/A	15200	---
Linwood Street/Demaree Street	2 Undivided	N/A	15200	---
Mooney Boulevard/Divisadero Street	2 Undivided	N/A	15200	---
Dinuba Boulevard/Court Street	2 Undivided	2000	15200	B ²
Court Street/Bridge Street	2 Undivided	1700	15200	B ²
St. Johns Parkway				
Ben Maddox Way/Cain Street	2 Divided	1050	15200	B ²
Cain Street/Lovers Lane	2 Divided	N/A	15200	---
Doe Avenue				
Kelsey Street/Shirk Road	2 Undivided	2250	15200	B ²
Hurley Avenue				
Shirk Road/Akers Street	2 Undivided	2700	15200	B ²
Akers Street/Linwood Street	2 Undivided	1950	15200	B ²
Linwood Street/Chinowth Street	2 Undivided	1650	15200	B ²

¹ N/A = Not Available

² A higher LOS cannot be achieved according to FDOT tables

**TABLE B-1D—EAST/WEST COLLECTORS
EXISTING STREET SEGMENT LEVELS OF SERVICE**

Street Segment	Configuration	Daily Volumes ¹	LOS C Capacity	LOS
Murray Avenue				
Divisadero Street/Giddings Street	4 Undivided	11700	30700	C
Giddings Street/Jacob Street	2 Undivided	9600	15200	C
Jacob Street/Willis Street	2 Undivided	8300	15200	C
Willis Street/Locust Street	2 Undivided	10200	15200	C
Locust Street/Court Street	2 Undivided	N/A	15200	---
Court Street/Santa Fe Street	2 Undivided	7100	15200	C ²
Santa Fe Street/Burke Street	2 Undivided	5500	15200	C ²
Goshen Avenue				
Burke Street/Ben Maddox Way	2 Undivided	4550	15200	B ²
Ben Maddox Way/Lovers Lane	2 Undivided	2150	15200	B ²
Mill Creek Parkway				
Demaree Street/Main Street	2 Undivided	4350	15200	B ²
Lovers Lane/Manzanita	2 Undivided	N/A	15200	---
Main Street				
Stevenson Street/Willis Street	2 Undivided	12600	15200	C
Willis Street/West Street	2 Undivided	6400	15200	C ²
West Street/Locust Street	2 One Way	6800	15200	C ²
Locust Street/Court Street	2 One Way	5800	15200	C ²
Court Street/Bridge Street	2 One Way	6200	15200	C ²
Bridge Street/Santa Fe Avenue	2 Undivided	6700	15200	C ²
Santa Fe Avenue/Burke Street	2 Undivided	6200	15200	C ²
Burke Street/Ben Maddox Way	2 Undivided	6100	15200	C ²
Tulare Avenue				
Roeban Road/Akers Street	2 Undivided	2050	15200	B ²
Akers Street/Linwood Street	2 Undivided	5900	15200	C ²
Linwood Street/Chinowth Street	2 Undivided	5500	15200	C ²
Chinowth Street/Demaree Street	2 Undivided	6700	15200	C ²

¹ N/A = Not Available

² A higher LOS cannot be achieved according to FDOT tables

**TABLE B-1D—EAST/WEST COLLECTORS
EXISTING STREET SEGMENT LEVELS OF SERVICE**

Street Segment	Configuration	Daily Volumes ¹	LOS C Capacity	LOS
Tulare Avenue (continued)				
Demaree Street/County Center Drive	2 Undivided	8000	15200	C
County Center Drive/Woodland Street	2 Undivided	9900	15200	C
Woodland Street/Mooney Blvd. (SR 63)	2 Undivided	9800	15200	C
Mooney Blvd. (SR 63)/Giddings Street	2 Undivided	11600	15200	C
Giddings Street/Conyer Street	2 Undivided	11500	15200	C
Conyer Street/Court Street	2 Undivided	11200	15200	C
Court Street/Santa Fe Street	2 Undivided	12000	15200	C
Santa Fe Street/Burke Street	2 Undivided	9100	15200	C
Burke Street/Ben Maddox Way	2 Undivided	8800	15200	C
Ben Maddox Way/Pinkham Street	2 Undivided	4400	15200	B ²
Pinkham Street/Lovers Lane	2 Undivided	2600	15200	B ²
Whitendale Avenue				
Akers Street/Linwood Street	2 Undivided	2150	15200	B ²
Linwood Street/Chinowth Street	2 Undivided	3850	15200	B ²
Chinowth Street/Demaree Street	2 Undivided	6200	15200	C ²
Demaree Street/County Center Drive	2 Undivided	8200	15200	C
County Center Drive/Mooney Boulevard (SR 63)	2 Divided	10900	15200	C
Mooney Boulevard (SR 63)/Giddings Street	2 Divided	13100	15200	C
Giddings Street/Court Street	2 Undivided	7100	15200	C ²
K Avenue				
Santa Fe Street/Pinkham Street	2 Undivided	1250	15200	B ²
Pinkham Street/Lovers Lane	2 Undivided	N/A	15200	---
Avenue 276				
Shirk Road/Akers Street	2 Undivided	N/A	15200	---
Road 72				
Ferguson Avenue/Rasmussen Avenue	2 Undivided	N/A	15200	---

¹ N/A = Not Available

² A higher LOS cannot be achieved according to FDOT tables

**TABLE B-1D—EAST/WEST COLLECTORS
EXISTING STREET SEGMENT LEVELS OF SERVICE**

Street Segment	Configuration	Daily Volumes ¹	LOS C Capacity	LOS
Camp Drive				
Betty Drive/Ferguson Street	2 Undivided	N/A	15200	---
Ferguson Street/Neeley Street	2 Undivided	N/A	15200	---
Road 76				
Ferguson Street/Goshen Avenue	2 Undivided	N/A	15200	---
Goshen Avenue/Terminus south of Goshen Avenue	2 Undivided	N/A	15200	---
Kelsey Street				
Doe Avenue/Goshen Avenue	2 Undivided	2150	15200	C ²
Goshen Avenue/SR 198	2 Undivided	1250	15200	C ²

¹ N/A = Not Available

² A higher LOS cannot be achieved according to FDOT tables

**TABLE B-1E—NORTH/SOUTH COLLECTORS
EXISTING STREET SEGMENT LEVELS OF SERVICE**

Street Segment	Configuration	Daily Volumes ¹	LOS C Capacity	LOS
Road 86				
SR 198/Terminus south of 198	2 Undivided	N/A	15200	---
Road 88				
Goshen Avenue/SR 198	2 Undivided	N/A	15200	---
Roeben Road				
SR 198/Tulare Avenue	2 Undivided	N/A	15200	---
Tulare Avenue/Walnut Avenue	2 Undivided	1350	15200	B ²
Walnut Avenue/Terminus south of Mary	2 Undivided	110	15200	B ²
Linwood Avenue				
Riggin Avenue/Ferguson Street	2 Undivided	N/A	15200	---
Hurley Avenue/SR 198	2 Undivided	1100	15200	B ²
SR 198/Tulare Avenue	2 Divided	6100	15200	C ²
Tulare Avenue/Walnut Avenue	2 Divided	5900	15200	C ²
Walnut Avenue/Whitendale Avenue	2 Divided	5600	15200	C ²
Whitendale Avenue/Caldwell Avenue	2 Divided	4250	15200	B ²
Chinowth Street				
Goshen Avenue/Hurley Avenue	2 Undivided	4450	15200	B ²
Hurley Avenue/SR 198	2 Undivided	6800	15200	C ²
SR 198/Tulare Avenue	2 Undivided	9500	15200	C
Tulare Avenue/Walnut Avenue	2 Undivided	6200	15200	C ²
Walnut Avenue/Whitendale Avenue	2 Undivided	4150	15200	B ²
Whitendale Avenue/Caldwell Avenue	2 Undivided	2850	15200	B ²
County Center Drive				
Main Street/SR 198				
SR 198/Campus Drive	4 Undivided	12200	30700	C ²
Campus Drive/Tulare Avenue	2 Undivided	N/A	15200	---
Tulare Avenue/Walnut Avenue	2 Undivided	8800	15200	C
Walnut Avenue/Whitendale Avenue	2 Undivided	9700	15200	C

¹ N/A = Not Available

² A higher LOS cannot be achieved according to FDOT tables

**TABLE B-1E—NORTH/SOUTH COLLECTORS
EXISTING STREET SEGMENT LEVELS OF SERVICE**

Street Segment	Configuration	Daily Volumes ¹	LOS C Capacity	LOS
County Center Drive (Continued)				
Whitendale Avenue/Caldwell Avenue	2 Undivided	8500	15200	C
Caldwell Avenue/Packwood Drive	2 Undivided	2000	15200	B ²
Woodland Street				
SR 198/Tulare Avenue	2 Undivided	6900	15200	C ²
Tulare Avenue/Walnut Avenue	2 Undivided	5600	15200	C ²
Divisadero Street				
Houston Avenue/Goshen Avenue	2 Undivided	6500	15200	C ²
Hall Street				
Murray Avenue/Center Street	2 Undivided	4400	15200	B ²
Center Street/Main Street	2 Undivided	10000	15200	C
Giddings Street				
Riggen Avenue/Houston Avenue	2 Undivided	3350	15200	B ²
Murray Avenue/Center Street	2 Undivided	5400	15200	C ²
Center Street/Main Street	2 Undivided	5000	15200	B ²
Main Street/SR 198	2 Undivided	6300	15200	C ²
SR198/Tulare Avenue	2 Undivided	7600	15200	C ²
Tulare Avenue/Walnut Avenue	2 Undivided	8900	15200	C
Walnut Avenue/Whitendale Avenue	2 Undivided	8400	15200	C
Jacob Street				
Houston Avenue/Murray Avenue	2 Undivided	5500	15200	C ²
Murray Avenue/Center Street	2 Undivided	4800	15200	B ²
Center Street/Main Street	2 Undivided	2250	15200	B ²
Conyer Street				
Center Street/Main Street	2 Undivided	2550	15200	B ²
Main Street/SR 198	2 Undivided	5400	15200	C ²
SR 198/Tulare Avenue	2 Undivided	5700	15200	C ²
Tulare Avenue/Walnut Avenue	2 Undivided	5500	15200	C ²

¹ N/A = Not Available

² A higher LOS cannot be achieved according to FDOT tables

**TABLE B-1E—NORTH/SOUTH COLLECTORS
EXISTING STREET SEGMENT LEVELS OF SERVICE**

Street Segment	Configuration	Daily Volumes ¹	LOS C Capacity	LOS
Willis Street				
Houston Avenue/Murray Avenue	2 Undivided	3850	15200	B ²
Murray Avenue/Center Street	2 Undivided	6200	15200	C ²
Center Street/Main Street	2 Undivided	4400	15200	B ²
Main Street/Acequia Avenue	2 Undivided	3200	15200	B ²
Acequia Avenue/Mineral King Avenue	2 Undivided	2650	15200	B ²
Court Street				
Sunnyview/Ferguson Street	2 Undivided	1050	15200	B ²
Ferguson Street/Houston Avenue	2 Undivided	4,500	15200	B ²
Houston Avenue/Northwest Third Avenue	2 Undivided	5050	15200	B ²
Northeast Third				
Northwest Third/Houston Avenue	2 Undivided	N/A	15200	---
Santa Fe Street				
Houston Avenue/Murray Avenue	2 Undivided	3650	15200	B ²
Murray Avenue/Center Street	2 Undivided	2700	15200	B ²
Center Street/Main Street	2 Undivided	2550	15200	B ²
Main Street/Acequia Avenue	2 Undivided	1600	15200	B ²
Acequia Avenue/Mineral King Avenue	2 Undivided	1100	15200	B ²
Noble Avenue/Tulare Avenue	2 Undivided	3050	15200	B ²
Tulare Avenue/Walnut Avenue	2 Undivided	7100	15200	C ²
Walnut Avenue/K Avenue	2 Undivided	6800	15200	C ²
K Avenue/Caldwell Avenue	2 Undivided	6500	15200	C ²
Caldwell Avenue/Avenue 272	2 Undivided	1850	15200	B ²
Burke Street				
St. Johns Parkway/Houston Avenue	2 Undivided	N/A	15200	—
Roosevelt Avenue/Goshen Avenue	2 Undivided	2250	15200	B ²
Goshen Avenue/Center Street	2 Undivided	1750	15200	B ²
Center Street/Main Street	2 Undivided	2100	15200	B ²

¹ N/A = Not Available

² A higher LOS cannot be achieved according to FDOT tables

**TABLE B-1E—NORTH/SOUTH COLLECTORS
EXISTING STREET SEGMENT LEVELS OF SERVICE**

Street Segment	Configuration	Daily Volumes ¹	LOS C Capacity	LOS
Burke Street (continued)				
Main Street/Acequia Avenue	2 Undivided	2400	15200	B ²
Acequia Avenue/SR198	2 Undivided	3450	15200	B ²
SR 198/Tulare Avenue	2 Undivided	3050	15200	B ²
Tulare Avenue/Cambridge Street	2 Undivided	1050	15200	B ²
Bradley Street				
Cambridge Street/Walnut Avenue	2 Undivided	N/A	15200	---
Cain Street				
St. John's Parkway/Houston Avenue	2 Undivided	N/A	15200	---
Houston Avenue/Douglas Avenue	2 Undivided	N/A	15200	---
Janell Court/Main Street	2 Undivided	2200	15200	B ²
Main Street/Mineral King Avenue	2 Undivided	2200	15200	B ²
Pinkham Street				
Noble Avenue/Tulare Avenue	2 Undivided	4550	15200	B ²
Tulare Avenue/Walnut Avenue	2 Undivided	3700	15200	B ²
Walnut Avenue/K Avenue	2 Undivided	1150	15200	B ²
McAuliff Street				
Noble Avenue/Walnut Avenue	2 Undivided	250	15200	B ²
Road 148				
Avenue 320/Avenue 313	2 Undivided	N/A	15200	---
Road 152				
SR 198/Southern Urban Boundary	2 Undivided	N/A	15200	---

¹ N/A = Not Available

² A higher LOS cannot be achieved according to FDOT tables

TABLE B-2
EXISTING INTERSECTION OPERATIONS

Intersection	Existing Control	Critical Peak Hour		Critical Peak Hour ¹
		Delay (sec./veh.)	LOS	
Acequia Avenue/West Street	Signal	10.3	B	AM
Akers Street/Goshen Avenue	Signal	13.7	B	AM
Akers Street/Hillsdale Avenue	Signal	18.2	B	PM
Akers Street/Hurley Avenue	Signal	15.5	B	AM
Akers Street/Tulare Avenue	Signal	17.6	B	AM
Akers Street/Walnut Avenue	Signal	10.8	B	PM
Akers Street/Whitendale Avenue	Signal	20.3	C	PM
Ben Maddox Way/Goshen Avenue	Signal	25.3	C	PM
Ben Maddox Way/Houston Avenue	Signal	29.4	C	PM
Ben Maddox Way/Main Street	Signal	20.5	C	PM
Ben Maddox Way/Mineral King Avenue	Signal	16.3	B	AM
Ben Maddox Way/Noble Avenue	Signal	36.7	D	MD
Ben Maddox Way/St. John's Parkway	Signal	12.8	B	PM
Ben Maddox Way/Tulare Avenue	Signal	15.6	B	AM
Ben Maddox Way/Walnut Avenue	Signal	21.5	C	PM
Caldwell Avenue/Akers Street	Signal	16.6	B	PM
Caldwell Avenue/County Center Drive	Signal	7.5	A	PM
Caldwell Avenue/Court Street	Signal	30.2	C	AM
Caldwell Avenue/Demaree Street	Signal	16.2	B	PM
Caldwell Avenue/Fairway Street	Signal	25.3	C	PM
Caldwell Avenue/Linwood Street	Signal	16.6	B	PM
Caldwell Avenue/Shady Street	Signal	25.6	C	PM
Caldwell Avenue/Stonebrook Street	Signal	10.5	B	PM
Center Avenue/Giddings Street	Signal	7.7	A	AM
Center Avenue/Hall Street	Signal	7.3	A	PM

¹ AM = AM peak hour, MD = Mid-day peak hour, PM = PM peak hour

TABLE B-2
EXISTING INTERSECTION OPERATIONS

Intersection	Existing Control	Critical Peak Hour		Critical Peak Hour ¹
		Delay (sec./veh.)	LOS	
Center Avenue/Jacob Street	Signal	6.8	A	PM
Center Avenue/Willis Street	Signal	7.5	A	PM
Chinowth Street/Tulare Avenue	Signal	16.9	B	AM
Chinowth Street/Walnut Avenue	Signal	9.1	A	MD
Conyer Street/Main Street	Signal	7.4	A	PM
Conyer Street/Mineral King Avenue	Signal	7.1	A	AM
Conyer Street/Noble Avenue	Signal	6.8	A	AM
Conyer Street/Tulare Avenue	Signal	65.0	E	AM
Conyer Street/Walnut Avenue	Signal	28.7	C	AM
County Center Drive/Tulare Avenue	Signal	17.6	B	PM
County Center Drive/Walnut Avenue	Signal	14.1	B	MD
County Center Drive/Whitendale Avenue	Signal	23.8	C	PM
Court Street/Houston Avenue	Signal	13.4	B	PM
Court Street/Tulare Avenue	Signal	19.0	B	PM
Court Street/Walnut Avenue	Signal	50.0	D	PM
Demaree Street/Goshen Avenue	Signal	16.5	B	PM
Demaree Street/Tulare Avenue	Signal	20.6	C	AM
Demaree Street/Walnut Avenue	Signal	20.0	B	AM
Demaree Street/Whitendale Avenue	Signal	11.6	B	AM
Divisadero Street/Murray Avenue	Signal	7.0	A	PM
Divisadero Street/Tulare Avenue	Signal	8.0	A	PM
Giddings Street/Main Street	Signal	9.6	A	AM
Giddings Street/Mineral King Avenue	Signal	7.1	A	PM
Giddings Street/Murray Avenue	Signal	10.8	B	AM

¹ AM = AM peak hour, MD = Mid-day peak hour, PM = PM peak hour

TABLE B-2
EXISTING INTERSECTION OPERATIONS

Intersection	Existing Control	Critical Peak Hour		Critical Peak Hour ¹
		Delay (sec./veh.)	LOS	
Giddings Street/Noble Avenue	Signal	6.9	A	AM
Giddings Street/Tulare Avenue	Signal	32.7	C	AM
Giddings Street/Walnut Avenue	Signal	22.5	C	AM
Giddings Street/Whitendale Avenue	Signal	12.8	B	PM
Goshen Avenue/Plaza Drive	Signal	16.6	B	PM
Goshen Avenue/Kelsey Street	Signal	15.6	B	PM
Goshen Avenue/Shirk Road	Signal	20.3	C	PM
Hall Street/Murray Avenue	Signal	8.4	A	AM
Houston Avenue/Cain Street	Signal	18.2	B	PM
Houston Avenue/Divisadero Street	Signal	18.5	B	PM
Houston Avenue/Giddings Street	Signal	19.0	B	PM
Linwood Street/Tulare Avenue	Signal	14.9	B	AM
Linwood Street/Walnut Avenue	Signal	5.3	A	PM
Lovers Lane/Mineral King Avenue	Signal	21.1	C	PM
Lovers Lane/Noble Avenue	Signal	>80.0	F	AM
Lovers Lane/Walnut Avenue	Signal	14.7	B	PM
Main Street/Mooney Boulevard	Signal	9.3	A	PM
Main Street/Turner Street	Signal	9.0	A	MD
Main Street/West Street	Signal	8.3	A	MD
Main Street/Willis Street	Signal	8.6	A	MD
Mineral King Avenue/Bridge Street	Signal	8.5	A	PM
Mineral King Avenue/Burke Street	Signal	6.6	A	PM
Murray Avenue/Jacob Street	Signal	9.8	A	AM
Murray Avenue/Willis Street	Signal	8.9	A	MD

¹ AM = AM peak hour, MD = Mid-day peak hour, PM = PM peak hour

TABLE B-2
EXISTING INTERSECTION OPERATIONS

Intersection	Existing Control	Critical Peak Hour		Critical Peak Hour ¹
		Delay (sec./veh.)	LOS	
Noble Avenue/Bridge Street	Signal	8.0	A	PM
Noble Avenue/Burke Street	Signal	6.4	A	PM
Noble Avenue/Walmart Entrance	Signal	16.7	B	PM
Tulare Avenue/Woodland Street	Signal	13.6	B	PM
Walnut Avenue/Woodland Street	Signal	15.2	B	PM
State Route 198/Chinowth Street	Signal (State)	14.6	B	PM
State Route 198/County Center Drive	Signal (State)	14.4	B	PM
State Route 198/Demaree Street	Signal (State)	>80.0	F	PM
State Route 216 (Houston Avenue)/Lovers Lane	Signal (State)	16.7	B	PM
State Route 63 (Dinuba Boulevard) /Houston Avenue	Signal (State)	7.5	A	PM
State Route 63 (Mooney Boulevard)/Caldwell Avenue	Signal (State)	28.2	C	PM
Murray Avenue/Court Street	Signal (State)	7.8	A	PM
Murray Avenue/Locust Street	Signal (State)	8.1	A	PM
Center Avenue/Court Street	Signal (State)	9.1	A	PM
Center Avenue/Locust Street	Signal (State)	9.1	A	MD
Main Street/Court Street	Signal (State)	9.0	A	MD
Main Street/Locust Street	Signal (State)	8.1	A	PM
Acequia Avenue/Court Street	Signal (State)	8.2	A	MD
Acequia Avenue/Locust Street	Signal (State)	7.9	A	MD
Mineral King Avenue/Court Street	Signal (State)	9.7	A	PM

¹ AM = AM peak hour, MD = Mid-day peak hour, PM = PM peak hour

TABLE B-2
EXISTING INTERSECTION OPERATIONS

Intersection	Existing Control	Critical Peak Hour		Critical Peak Hour ¹
		Delay (sec./veh.)	LOS	
Mineral King Avenue/Locust Street	Signal (State)	11.0	B	PM
Noble Avenue/Court Street	Signal (State)	11.8	B	PM
Noble Avenue/Locust Street	Signal (State)	10.0	B	PM
Mineral King Avenue/West Street	Signal (State)	8.9	A	PM
Noble Avenue/Watson Street	Signal (State)	7.9	A	AM
Noble Avenue/Mary's Vineyard	Signal (State)	22.8	C	PM
Mooney Boulevard/Mineral King Avenue	Signal (State)	26.3	C	AM
Mooney Boulevard/Noble Avenue	Signal (State)	24.6	C	AM
Mooney Boulevard/Meadow Avenue	Signal (State)	15.1	B	PM
Mooney Boulevard/Tulare Avenue	Signal (State)	25.5	C	PM
Mooney Boulevard/Walnut Avenue	Signal (State)	31.7	C	PM
Mooney Boulevard/Beach Avenue	Signal (State)	18.0	B	AM
Mooney Boulevard/Whitendale Avenue	Signal (State)	33.0	C	PM
Mooney Boulevard/Sunnyside Avenue	Signal (State)	13.5	B	MD
Mooney Boulevard/Orchard Avenue	Signal (State)	15.9	B	PM
Mooney Boulevard/Midvalley Avenue	Signal (State)	5.0	A	AM
Mooney Boulevard/Avenue 268	Signal (State)	9.9	A	PM
Mooney Boulevard/Avenue 264	Signal (State)	8.6	A	PM
State Route 198/Akers Street	Signal (State)	20.2	C	PM
Caldwell Avenue/Lovers Lane	Signal (County)	17.0	B	PM

¹ AM = AM peak hour, MD = Mid-day peak hour, PM = PM peak hour

APPENDIX C

INTERSECTIONS THAT MAY BE SIGNALIZED IN THE FUTURE

The following intersections are currently controlled with stop signs, but may currently satisfy established warrants for the installation of traffic signals. It should be noted that whether or not an intersection satisfies signal warrants is only one consideration when determining if a signal should be installed. Therefore, this list is provided for general information only,

Main Street/Hall Street	Campus Avenue/Woodland Street
Walnut Avenue/Santa Fe Avenue	Center Street/West Street
Tulare Avenue/Locust Street	Center Street/Santa Fe Street
Main Street/Bridge Street	Walnut Avenue/Divisadero Street
Tulare Avenue/Santa Fe Street	Douglas Avenue/Lovers Lane
Douglas Avenue/Ben Maddox Way	Main Street/Cain Street
Tulare Avenue/Watson Street	Mill Creek Road/Demaree Street
Whitendale Avenue/Court Street	Paradise Avenue/Court Street
Houston Avenue/Jacob Street	Main Street/Burke Street
Tulare Avenue/Bridge Street	Goshen Avenue/Mooney Boulevard
Main Street/Woodland Street	Noble Avenue/Pinkham Street
Campus Avenue/County Center Drive	Tulare Avenue/Burke Street
Acequia Avenue/Bridge Street	Main Street/Mill Creek Road
Houston Avenue/Demaree Street	Whitendale Avenue/Divisadero Street
Whitendale Avenue/Chinowth Street	Main Street/Santa Fe Street
East Mineral King Avenue/East Main Street	Caldwell Avenue/West Street
Houston Avenue/Mooney Boulevard	Center Street/Conyer Street
Campus Avenue/Demaree Street	Damsen Avenue/Demaree Street
Walnut Avenue/Pinkham Street	Caldwell Avenue/Santa Fe Street
Goshen Avenue/Chinowth Street	
Caldwell Avenue/Chinowth Street	

APPENDIX D

FUTURE LEVELS OF SERVICE

Table D-1 2020 No Build Alternative

Table D-2 1989 Circulation Element Alternative

Table D-3 1991 Land Use Element Circulation System Alternative

Table D-4 Alternatives Comparison

The project Alternative can be found on Table V-1 pages V-3 to V-13

TABLE D-1
YEAR 2020 SEGMENT LEVELS OF SERVICE-NO BUILD ALTERNATIVE

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
<i>FREEWAYS</i>				
STATE ROUTE 99				
BETTY DRIVE/AVE. 328	4 LANES	93251	67400	F
SR 198/BETTY DRIVE	4 LANES	96515	67400	F
CALDWELL/SR 198	4 LANES	90664	67400	F
AVE. 264/CALDWELL	4 LANES	90089	67400	F
STATE ROUTE 198				
ROAD 64/SR 99	4 LANES	25353	67400	B
SR 99/PLAZA DRIVE	4 LANES	45659	67400	C
PLAZA DRIVE/SHIRK	4 LANES	58584	67400	D
SHIRK/AKERS	4 LANES	61864	67400	D
AKERS/DEMAREE	4 LANES	81100	67400	F
DEMAREE/MOONEY	4 LANES	84701	67400	F
MOONEY/LOCUST-CENTER	4 LANES	82584	67400	F
COURT-LOCUST/BEN MADDOX	4 LANES	69729	67400	E
BEN MADDOX/LOVERS LANE	4 LANES	60956	67400	D
LOVERS LANE/McAULIFF	4 LANES	46370	67400	C
McAULIFF/ROAD 148	4 LANES	42615	67400	C
ROAD 148/ROAD 156	4 LANES	28300	67400	B
ROAD 156/ROAD 164	4 LANES	24100	67400	B
<i>MAJOR ARTERIALS</i>				
SHIRK ROAD				
SR 198/WALNUT	2 LANES	13950	17800	C
WALNUT/CALDWELL	2 LANES	15045	17800	C
CALDWELL/AVENUE 276	2 LANES	4937	17800	B
MOONEY (SR 63)				
MAIN/SR 198	4 LANES	21541	35900	C
SR 198/WALNUT	4 LANES	37219	35900	F
WALNUT/CALDWELL	4 LANES	43347	35900	F
CALDWELL/AVENUE 272	4 LANES	48274	35900	F

* See Figure IV-1 on Page IV-5

City of Visalia
Circulation Element

**TABLE D-1
YEAR 2020 SEGMENT LEVELS OF SERVICE-NO BUILD ALTERNATIVE**

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
ROAD 148				
SR 198/WALNUT	N/A	N/A	N/A	N/A
WALNUT/CALDWELL	N/A	N/A	N/A	N/A
CALDWELL/AVENUE 276	N/A	N/A	N/A	N/A
AVENUE 276/AVENUE 272	N/A	N/A	N/A	N/A
AVE 276				
SHIRK/AKERS	N/A	N/A	N/A	N/A
AKERS/DEMAREE	N/A	N/A	N/A	N/A
DEMAREE/MOONEY	N/A	N/A	N/A	N/A
MOONEY/COURT-LOCUST	N/A	N/A	N/A	N/A
COURT-LOCUST/BEN MADDOX	N/A	N/A	N/A	N/A
BEN MADDOX/LOVERS LANE	N/A	N/A	N/A	N/A
LOVERS LANE/ROAD 148	N/A	N/A	N/A	N/A
ARTERIALS				
PLAZA				
AVENUE 320/RIGGIN	2 LANES	13858	17800	C
RIGGIN/GOSHEN	2 LANES	27210	17800	F
GOSHEN/SR 198	2 LANES	29363	17800	F
SR 198/WALNUT	2 LANES	10763	17800	C
KELSEY				
GOSHEN/SR 198	2 LANES	6600	17800	B
SHIRK				
AVENUE 320/RIGGIN	2 LANES	5404	17800	B
RIGGIN/GOSHEN	2 LANES	28132	17800	F
GOSHEN/SR 198	2 LANES	21346	17800	F
AVENUE 276/AVENUE 272	2 LANES	N/A	N/A	N/A
AKERS				
AVENUE 320/RIGGIN	2 LANES	7359	17800	B
RIGGIN/GOSHEN	2 LANES	23101	17800	F
GOSHEN/SR 198	4 LANES	28602	35900	C
SR 198/WALNUT	4 LANES	40618	35900	F
WALNUT/CALDWELL	4 LANES	22009	35900	C
CALDWELL/AVENUE 272	2 LANES	19464	17800	F

* See Figure IV-1 on Page IV-5

*City of Visalia
Circulation Element*

TABLE D-1
YEAR 2020 SEGMENT LEVELS OF SERVICE-NO BUILD ALTERNATIVE

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
DEMAREE				
AVENUE 320/RIGGIN	2 LANES	13839	17800	C
RIGGIN/HOUSTON	2 LANES	22028	17800	F
HOUSTON/SR 198	4 LANES	30423	35900	C
SR 198/WALNUT	4 LANES	27842	35900	C
WALNUT/CALDWELL	4 LANES	29389	35900	C
CALDWELL/AVENUE 276	2 LANES	21329	17800	F
AVENUE 276/AVENUE 272	2 LANES	18100	17800	E
MOONEY				
AVENUE 320/RIGGIN	2 LANES	10200	17800	C
RIGGIN/HOUSTON	2 LANES	22028	17800	F
HOUSTON/MURRAY	2 LANES	20900	17800	F
DINUBA (SR 63)				
AVENUE 320/RIGGIN	2 LANES	20968	17800	F
RIGGIN/HOUSTON	2 LANES	22254	17800	F
STONEBROOK				
CALDWELL/AVENUE 272	N/A	N/A	N/A	N/A
NW THIRD/NW SECOND (SR 63)				
NE THIRD/MURRAY	3 LANES EACH DIR	36350	54000	C
COURT/LOCUST (SR 63)				
NW SECOND/COURT SO SR 198	2 LANES EACH DIR	42165	35900	F
COURT				
SO SR 198/WALNUT	2 LANES	17631	17800	D
WALNUT/CALDWELL	2 LANES	16631	17800	D
CALDWELL/AVENUE 272	N/A	N/A	N/A	N/A
BEN MADDOX				
AVENUE 320/RIGGIN	2 LANES	13830	17800	C
RIGGIN/HOUSTON	4 LANES	22347	35900	C
HOUSTON/MURRAY	4 LANES	32017	35900	C
SR 198/WALNUT	4 LANES	13624	35900	B
WALNUT/CALDWELL	2 LANES	4370	17800	B
CALDWELL/AVENUE 272	N/A	N/A	N/A	N/A

* See Figure IV-1 on Page IV-5

*City of Visalia
Circulation Element*

TABLE D-1
YEAR 2020 SEGMENT LEVELS OF SERVICE-NO BUILD ALTERNATIVE

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
LOVER'S LANE				
AVENUE 320/RIGGIN	N/A	N/A	N/A	N/A
RIGGIN/HOUSTON	4 LANES	9885	35900	B
HOUSTON/SR 198 (SR 216)	4 LANES	31981	35900	C
SR 198/WALNUT	4 LANES	42971	35900	F
WALNUT/CALDWELL	4 LANES	35707	35900	D
CALDWELL/AVENUE 272	2 LANES	33759	17800	D
McAULIFF				
AVENUE 320/RIGGIN	2 LANES	7498	17800	B
RIGGIN/HOUSTON	2 LANES	11279	17800	C
HOUSTON/GOSHEN	N/A	N/A	N/A	N/A
GOSHEN/SR 198	N/A	N/A	N/A	N/A
ROAD 148				
AVENUE 313/HOUSTON	N/A	N/A	N/A	N/A
HOUSTON/GOSHEN	N/A	N/A	N/A	N/A
GOSHEN/SR 198	N/A	N/A	N/A	N/A
AVENUE 276/AVENUE 272	2 LANES	800	17800	B
ROAD 152				
HOUSTON/SR 198	2 LANES	8181	17800	C
AVENUE 320				
ROAD 68/PLAZA DRIVE	2 LANES	5400	17800	B
PLAZA DRIVE/SHIRK	2 LANES	6461	17800	B
SHIRK/AKERS	2 LANES	7910	17800	C
AKERS/DEMAREE	2 LANES	10256	17800	C
DEMAREE/MOONEY	N/A	N/A	N/A	N/A
MOONEY/DINUBA HWY	N/A	N/A	N/A	N/A
DINUBA/BEN MADDOX	N/A	N/A	N/A	N/A
BEN MADDOX/LOVER'S LANE	2 LANES	4086	17800	B
LOVERS LANE/MCAULIFF	2 LANES	4086	17800	B

* See Figure IV-1 on Page IV-5

TABLE D-1
YEAR 2020 SEGMENT LEVELS OF SERVICE-NO BUILD ALTERNATIVE

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
RIGGIN /BETTY				
SR 99/ROAD 68	2 LANES	23736	17800	F
ROAD 68/PLAZA DRIVE	2 LANES	17492	17800	D
PLAZA DRIVE/SHIRK	2 LANES	23922	17800	F
SHIRK/AKERS	2 LANES	23157	17800	F
AKERS/DEMAREE	2 LANES	22300	17800	F
DEMAREE/MOONEY	2 LANES	22905	17800	F
MOONEY/DINUBA HWY	2 LANES	19736	17800	F
AVENUE 313				
DINUBA/BEN MADDOX	N/A	N/A	N/A	N/A
BEN MADDOX/LOVERS LANE	N/A	N/A	N/A	N/A
LOVERS LANE/MCAULIFF	N/A	N/A	N/A	N/A
MCAULIFF/ROAD 148	N/A	N/A	N/A	N/A
ST. JOHNS PARKWAY				
SANTA FE/BEN MADDOX	N/A	N/A	N/A	N/A
BEN MADDOX/LOVERS LANE	2 LANES	553	17800	C
HOUSTON				
AKERS/LINWOOD	N/A	N/A	N/A	N/A
LINWOOD/DEMAREE	2 LANES	10200	17800	C
DEMAREE/MOONEY	2 LANES	16175	17800	D
MOONEY/DINUBA	2 LANES	16907	17800	D
DINUBA/BEN MADDOX	2 LANES	19561	17800	F
BEN MADDOX/LOVER'S LANE	2 LANES	15283	17800	C
LOVER'S LANE/McAULIFF ROAD (SR 216)	2 LANES	21388	17800	F
McAULIFF/ROAD 148	2 LANES	17132	17800	D
GOSHEN				
ROAD 68/CAMP DRIVE	2 LANES	16436	17800	D
CAMP DRIVE/PLAZA DRIVE	4 LANES	24345	35900	C
PLAZA DRIVE/SHIRK	4 LANES	27394	35900	C
SHIRK/AKERS	2 LANES	21525	17800	F
AKERS/DEMAREE	4 LANES	22322	35900	C

* See Figure IV-1 on Page IV-5

City of Visalia
Circulation Element

**TABLE D-1
YEAR 2020 SEGMENT LEVELS OF SERVICE-NO BUILD ALTERNATIVE**

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
DEMAREE/MOONEY	4 LANES	15294	35900	B
MOONEY/DIVISADERO	4 LANES	20481	35900	C
MURRAY				
DIVISADERO/DINUBA	N/A	N/A	N/A	N/A
DINUBA/BEN MADDOX	4 LANES	34100	35900	D
BEN MADDOX/LOVERS LANE	4 LANES	32200	35900	C
CENTER				
GIDDINGS/COURT-LOCUST	3 LANES	8100	35900	B
COURT-LOCUST/SANTA FE	3 LANES	10200	35900	B
ACEQUIA				
CONYER/SANTA FE	4 LANES	16100	35900	C
WALNUT				
SHIRK/AKERS	4 LANES	18479	35900	C
AKERS/DEMAREE	4 LANES	25157	35900	C
DEMAREE/MOONEY	4 LANES	27087	35900	C
MOONEY/COURT-LOCUST	4 LANES	26784	35900	C
COURT-LOCUST/BEN MADDOX	4 LANES	26173	35900	C
BEN MADDOX/LOVERS LANE	2 LANES	29018	17800	F
LOVERS LANE/ROAD 152	2 LANES	21130	17800	F
CALDWELL				
SR99/SHIRK	2 LANES	17418	17800	D
SHIRK/AKERS	2 LANES	13509	17800	C
AKERS/DEMAREE	2 LANES	21877	17800	F
DEMAREE/MOONEY	4 LANES (6 Lanes @ Mooney)	29724	35900	C
MOONEY/COURT-LOCUST	4 LANES (6 Lanes @ Mooney)	30757	35900	C
COURT-LOCUST/BEN MADDOX	4 LANES	23990	35900	C
BEN MADDOX/LOVERS LANE	2 LANES	20846	17800	F
LOVERS LANE/ROAD 152	2 LANES	22654	17800	F

* See Figure IV-1 on Page IV-5

City of Visalia
Circulation Element

TABLE D-1
YEAR 2020 SEGMENT LEVELS OF SERVICE-NO BUILD ALTERNATIVE

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
AVE 272				
SHIRK/AKERS	2 LANES	4536	17800	B
AKERS/DEMAREE	N/A	N/A	N/A	N/A
DEMAREE/MOONEY	N/A	N/A	N/A	N/A
MOONEY/COURT-LOCUST	2 LANES	5600	17800	B
COURT-LOCUST/BEN MADDOX	N/A	N/A	N/A	N/A
BEN MADDOX/LOVERS LANE	4 LANES	9300	35900	B
LOVERS LANE/ROAD 152	4 LANES	4700	35900	B
ROAD 152/ROAD 156	N/A	N/A	N/A	N/A
COLLECTORS				
ROAD 68				
AVE. 320/BETTY DRIVE	2 LANES	3061	15200	B
CAMP DRIVE				
BETTY DRIVE/GOSHEN	2 LANES	8223	15200	C
GOSHEN/PLAZA ALIGNMENT	2 LANES	2351	15200	B
ROAD 72				
RIGGIN/GOSHEN	N/A	N/A	N/A	N/A
ROAD 76				
RIGGIN/GOSHEN	2 LANES	10700	15200	C
GOSHEN/CAMP DRIVE	2 LANES	9600	15200	C
KELSEY				
AVE. 320/RIGGIN	N/A	N/A	N/A	N/A
RIGGIN/GOSHEN	N/A	N/A	N/A	N/A
ROAD 88				
AVENUE 320/RIGGIN	N/A	N/A	N/A	N/A
GOSHEN/SR 198	N/A	N/A	N/A	N/A
ROEBEN				
AVE. 320/RIGGIN	N/A	N/A	N/A	N/A
SR 198/WALNUT	2 LANES	11461	15200	C
WALNUT/CALDWELL	N/A	N/A	N/A	N/A
CALDWELL/AVENUE 272	N/A	N/A	N/A	N/A

* See Figure IV-1 on Page IV-5

**TABLE D-1
YEAR 2020 SEGMENT LEVELS OF SERVICE-NO BUILD ALTERNATIVE**

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
LINWOOD				
AVENUE 320/RIGGIN	N/A	N/A	N/A	N/A
RIGGIN/HOUSTON	N/A	N/A	N/A	N/A
CALDWELL/AVENUE 272	N/A	N/A	N/A	N/A
CHINOWTH				
SR 198/WALNUT	2 LANES	15518	15200	F
WALNUT/CALDWELL	2 LANES	9197	15200	C
GOSHEN/SR 198	N/A	N/A	N/A	N/A
COUNTY CENTER				
AVENUE 320/RIGGIN	N/A	N/A	N/A	N/A
RIGGIN/HOUSTON	N/A	N/A	N/A	N/A
SR 198/WALNUT	2 LANES 1 CONT. LEFT	11420	15200	C
WALNUT/CALDWELL	2 LANES 1 CONT. LEFT	13828	15200	D
CALDWELL/AVENUE 272	2 LANES 1 CONT. LEFT	1502	15200	B
WOODLAND				
MAIN/WALNUT	2 LANES	9048	15200	C
DIVISADERO				
HOUSTON/GOSHEN	2 LANES	8873	15200	C
HALL				
HOUSTON/GOSHEN	2 LANES	10600	15200	C
GIDDINGS				
AVENUE 316/RIGGIN	N/A	N/A	N/A	N/A
RIGGIN/HOUSTON	2 LANES	5365	15200	C
MURRAY/SR 198	2 LANES	13900	15200	D
SR 198/WALNUT	2 LANES	9140	15200	C
WALNUT/WHITENDALE	2 LANES	5777	15200	C
STONEBROOK				
CALDWELL/AVENUE 276	N/A	N/A	N/A	N/A
CONYER				
MAIN/SR 198	2 LANES	4400	15200	B
SR 198/WALNUT	N/A	N/A	N/A	N/A

* See Figure IV-1 on Page IV-5

City of Visalia
Circulation Element

TABLE D-1
YEAR 2020 SEGMENT LEVELS OF SERVICE-NO BUILD ALTERNATIVE

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
WILLIS				
HOUSTON/MURRAY	2 LANES	12700	15200	C
MURRAY/MINERAL KING	2 LANES	14200	15200	D
COURT				
AVENUE 313/HOUSTON	N/A	N/A	N/A	N/A
HOUSTON/NE THIRD	2 LANES	5016	15200	B
SANTA FE				
AVENUE 313/HOUSTON	N/A	N/A	N/A	N/A
HOUSTON/MURRAY	N/A	N/A	N/A	N/A
SR 198/WALNUT	2 LANES	12675	15200	C
WALNUT/CALDWELL	2 LANES	15229	15200	E
CALDWELL/AVENUE 272	N/A	N/A	N/A	N/A
BURKE				
AVENUE 320/AVENUE 313	N/A	N/A	N/A	N/A
ST. JOHN'S PARKWAY/HOUSTON	N/A	N/A	N/A	N/A
CAIN				
ST JOHN'S PARKWAY/HOUSTON	N/A	N/A	N/A	N/A
HOUSTON/MURRAY	N/A	N/A	N/A	N/A
MURRAY/SR 198	N/A	N/A	N/A	N/A
PINKHAM				
SR 198/WALNUT	N/A	N/A	N/A	N/A
WALNUT/CALDWELL	N/A	N/A	N/A	N/A
CALDWELL/AVENUE 272	N/A	N/A	N/A	N/A
GODDARD				
ST JOHN'S PARKWAY/GOSHEN	N/A	N/A	N/A	N/A
HOUSTON/GOSHEN	N/A	N/A	N/A	N/A
VISTA				
AVENUE 320/RIGGIN	N/A	N/A	N/A	N/A
McAULIFF				
SR 198/WALNUT	N/A	N/A	N/A	N/A
WALNUT/CALDWELL	2 LANES	15300	15200	E
CALDWELL/AVENUE 272	2 LANES	8200	15200	C

* See Figure IV-1 on Page IV-5

City of Visalia
Circulation Element

TABLE D-1
YEAR 2020 SEGMENT LEVELS OF SERVICE-NO BUILD ALTERNATIVE

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
ROAD 152				
SR198/TULARE	2 LANES	1135	15200	B
AVE. 316/PRATT/ RIVERWAY				
PLAZA DRIVE/SHIRK	N/A	N/A	N/A	N/A
SHIRK/AKERS	N/A	N/A	N/A	N/A
AKERS/DEMAREE	N/A	N/A	N/A	N/A
DEMAREE/MOONEY	N/A	N/A	N/A	N/A
MOONEY/DINUBA HWY	N/A	N/A	N/A	N/A
RIGGIN				
BEN MADDOX/LOVER'S LANE	N/A	N/A	N/A	N/A
ROAD 138/McAULIFF	N/A	N/A	N/A	N/A
McAULIFF/ROAD 148	N/A	N/A	N/A	N/A
SUNNYVIEW				
KELSEY/ROEBEN ROAD	2 LANES	14262	15200	D
VINE/FERGUSON				
CAMP DRIVE/KELSEY	2 LANES	15912	15200	F
ROEBEN ROAD/DEMAREE	4 LANES	1004	30700	B
DEMAREE/MOONEY	4 LANES	4500	30700	B
MOONEY/SANTA FE	2 LANES	2780	15200	B
DOE				
KELSEY/SHIRK	2 LANES	9233	15200	C
SHIRK/AKERS	2 LANES	3130	15200	B
HURLEY				
ROAD 76/PLAZA DRIVE	2 LANES	2200	15200	B
PLAZA/SHIRK	2 LANES	4200	15200	B
SHIRK/AKERS	2 LANES	9312	15200	C
AKERS/CHINOWTH	2 LANES	5795	15200	C
CENTER				
SANTA FE/BEN MADDOX	2 LANES	1510	15200	B
MAIN				
GIDDINGS/WILLIS	2 LANES	17413	15200	F
WILLIS/SANTA FE	2 LANES	23923	15200	F
SANTA FE/BEN MADDOX	2 LANES	17387	15200	F

* See Figure IV-1 on Page IV-5

City of Visalia
Circulation Element

TABLE D-1
YEAR 2020 SEGMENT LEVELS OF SERVICE-NO BUILD ALTERNATIVE

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
ACEQUIA				
SANTA FE/BEN MADDOX	2 LANES	7100	15200	C
MINERAL KING				
AKERS/DEMAREE	2 LANES	4683	15200	B
DEMAREE/MOONEY	2 LANES	4199	15200	B
MOONEY/WILLIS	3 LANES	10355	30700	B
WILLIS/SANTA FE	3 LANES	15775	30700	C
SANTA FE/BEN MADDOX	3 LANES	13410	30700	C
BEN MADDOX/LOVERS LANE	3 LANES	15530	30700	C
LOVERS LANE/MCAULIFF	2 LANES	9742	15200	C
NOBLE				
AKERS/DEMAREE	2 LANES	6600	15200	C
WOODLAND/MOONEY	2 LANES	6200	15200	C
MOONEY/WILLIS	3 LANES	13275	30700	C
WILLIS/SANTA FE	3 LANES	24387	30700	C
SANTA FE/BEN MADDOX	3 LANES	9997	30700	B
BEN MADDOX/LOVERS LANE	3 LANES	11393	30700	B
LOVERS LANE/MCAULIFF	2 LANES	12223	15200	C
TULARE				
SHIRK/AKERS	2 LANES	9158	15200	C
AKERS/DEMAREE	2 LANES	9265	15200	C
DEMAREE/MOONEY	2 LANES 1 CONT. LEFT	14783	15200	D
MOONEY/COURT-LOCUST	2 LANES 1 CONT. LEFT	6993	15200	C
COURT-LOCUST/BEN MADDOX	2 LANES	5950	15200	C
BEN MADDOX/LOVERS LANE	2 LANES	8341	15200	C
LOVERS LANE/ROAD 152	2 LANES	3600	15200	B
ROAD 152/ROAD 156	2 LANES	400	15200	B
WALNUT				
ROAD 152/ROAD 156	2 LANES	15497	15200	F

* See Figure IV-1 on Page IV-5

TABLE D-1
YEAR 2020 SEGMENT LEVELS OF SERVICE-NO BUILD ALTERNATIVE

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
WHITENDALE				
AKERS/DEMAREE	4 LANES	5455	30700	C
DEMAREE/MOONEY	2 LANES 1 CONT. LEFT	13480	15200	C
MOONEY/COURT	2 LANES 1 CONT. LEFT	11802	15200	C
SANTA FE/BEN MADDOX	4 LANES	1995	30700	B
BEN MADDOX/LOVERS LANE	4 LANES	5194	30700	B
CALDWELL				
ROAD 148/ROAD 156	4 LANES	20969	30700	C
AVE. 278				
COUNTY CENTER/MOONEY	2 LANES	1138	15200	B
MOONEY/COURT	2 LANES	8900	15200	C
AVE. 274				
COUNTY CENTER/MOONEY	2 LANES	908	15200	B
MOONEY/COURT	2 LANES	1386	15200	B

* See Figure IV-1 on Page IV-5

City of Visalia
Circulation Element

TABLE D-2
YEAR 2020 SEGMENT LEVELS OF SERVICE - 1989 CIRCULATION ELEMENT
NO PROJECT ALTERNATIVE

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
<i>FREEWAYS</i>				
STATE ROUTE 99				
BETTY DRIVE/AVE. 328	6 LANES	85100	101100	D
SR 198/BETTY DRIVE	6 LANES	85100	101100	D
CALDWELL/SR 198	6 LANES	84500	101100	D
AVE. 264/CALDWELL	6 LANES	81300	101100	D
STATE ROUTE 198				
ROAD 64/SR 99	4 LANES	19400	67400	A
SR 99/PLAZA DRIVE	4 LANES	47000	67400	C
PLAZA DRIVE/SHIRK	4 LANES	48800	67400	C
SHIRK/AKERS	4 LANES	56000	67400	D
AKERS/DEMAREE	4 LANES	55600	67400	D
DEMAREE/MOONEY	4 LANES	53600	67400	D
MOONEY/LOCUST-CENTER	4 LANES	41400	67400	C
COURT-LOCUST/BEN MADDOX	4 LANES	55500	67400	D
BEN MADDOX/LOVERS LANE	4 LANES	52800	67400	C
LOVERS LANE/McAULIFF	4 LANES	50100	67400	C
McAULIFF/ROAD 148	4 LANES	36700	67400	C
<i>MAJOR ARTERIALS</i>				
MOONEY				
MAIN/SR 198	4 LANES	24100	35900	C
SR 198/WALNUT	6 LANES	38600	54000	C
WALNUT/CALDWELL	6 LANES	54500	54000	E
CALDWELL/AVENUE 272	6 LANES	58000	54000	F
<i>ARTERIALS</i>				
PLAZA				
AVENUE 320/RIGGIN	4 LANES	13800	35900	B
RIGGIN/GOSHEN	4 LANES	25100	35900	C
GOSHEN/SR 198	4 LANES	33300	35900	D
SR 198/WALNUT	4 LANES	10500	35900	B

* See Figure IV-2 on Page IV-6

TABLE D-2
YEAR 2020 SEGMENT LEVELS OF SERVICE - 1989 CIRCULATION ELEMENT
NO PROJECT ALTERNATIVE

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
SHIRK				
AVENUE 320/RIGGIN	4 LANES	3100	35900	B
RIGGIN/GOSHEN	4 LANES	22300	35900	C
GOSHEN/SR 198	4 LANES	17200	35900	C
SR 198/WALNUT	4 LANES	13000	35900	B
WALNUT/CALDWELL	4 LANES	8400	35900	B
CALDWELL/AVENUE 272	4 LANES	700	35900	B
AKERS				
AVENUE 320/RIGGIN	4 LANES	7600	35900	B
RIGGIN/GOSHEN	4 LANES	17100	35900	C
GOSHEN/SR 198	4 LANES	25900	35900	C
SR 198/WALNUT	4 LANES	26400	35900	C
WALNUT/CALDWELL	4 LANES	17400	35900	C
CALDWELL/AVENUE 272	4 LANES	7200	35900	B
DEMAREE				
AVENUE 320/RIGGIN	4 LANES	15700	35900	C
RIGGIN/HOUSTON	4 LANES	24700	35900	C
HOUSTON/SR 198	4 LANES	27900	35900	C
SR 198/WALNUT	4 LANES	23900	35900	C
WALNUT/CALDWELL	4 LANES	19600	35900	C
CALDWELL/AVENUE 272	4 LANES	13500	35900	B
MOONEY				
AVENUE 320/RIGGIN	4 LANES	10200	35900	B
RIGGIN/HOUSTON	4 LANES	18900	35900	C
HOUSTON/MURRAY	4 LANES	15000	35900	B
DINUBA (SR63)				
AVENUE 320/RIGGIN	4 LANES	16100	35900	C
RIGGIN/HOUSTON	4 LANES	23200	35900	C
NW 3RD/NW 2ND(SR63)				
NE THIRD/MURRAY	3 LANES EACH DIR	31500	54000	C
COURT/LOCUST				
SR 198/TULARE	2 LANES EACH DIR	41650	35900	F

* See Figure IV-2 on Page IV-6

City of Visalia
Circulation Element

TABLE D-2
YEAR 2020 SEGMENT LEVELS OF SERVICE - 1989 CIRCULATION ELEMENT
NO PROJECT ALTERNATIVE

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
COURT				
TULARE/CALDWELL	4 LANES	33500	35900	D
CALDWELL/AVENUE 272	4 LANES	24700	35900	C
BEN MADDOX				
AVENUE 320/RIGGIN	4 LANES	13600	35900	B
RIGGIN/HOUSTON	4 LANES	20900	35900	C
HOUSTON/MURRAY	4 LANES	25900	35900	C
SR 198/WALNUT	4 LANES	26900	35900	C
WALNUT/CALDWELL	4 LANES	22300	35900	C
CALDWELL/AVENUE 272	4 LANES	10200	35900	B
LOVER'S LANE				
AVENUE 320/RIGGIN	4 LANES	750	35900	B
RIGGIN/HOUSTON	4 LANES	4600	35900	B
HOUSTON/SR 198	4 LANES	16300	35900	C
SR 198/WALNUT	4 LANES	11500	35900	B
WALNUT/CALDWELL	4 LANES	18400	35900	C
CALDWELL/AVENUE 272	4 LANES	31900	35900	C
McAULIFF				
AVENUE 320/RIGGIN	4 LANES	1400	35900	B
RIGGIN/HOUSTON	4 LANES	7300	35900	B
ROAD 148				
HOUSTON/GOSHEN	N/A	N/A	N/A	N/A
GOSHEN/SR 198	4 LANES	17400	35900	C
SR 198/WALNUT	4 LANES	17100	35900	C
WALNUT/CALDWELL	4 LANES	12900	35900	B
CALDWELL/AVENUE 272	4 LANES	4400	35900	B
ROAD 152				
GOSHEN/SR 198	4 LANES	4200	35900	B
AVENUE 320				
PLAZA DRIVE/SHIRK	4 LANES	3700	35900	B
SHIRK/AKERS	4 LANES	3300	35900	B
AKERS/DEMAREE	4 LANES	5200	35900	B
DEMAREE/MOONEY	4 LANES	4300	35900	B

* See Figure IV-2 on Page IV-6

City of Visalia
Circulation Element

**TABLE D-2
YEAR 2020 SEGMENT LEVELS OF SERVICE - 1989 CIRCULATION ELEMENT
NO PROJECT ALTERNATIVE**

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
MOONEY/DINUBA HWY	4 LANES	4800	35900	B
DINUBA/BEN MADDOX	4 LANES	3600	35900	B
BEN MADDOX/ROAD 138 (LOVER'S LANE)	4 LANES	1800	35900	B
LOVERS LANE/McAULIFF	4 LANES	1500	35900	B
RIGGIN/BETTY				
SR 99/ROAD 68	4 LANES	20900	35900	C
ROAD 68/PLAZA DRIVE	4 LANES	14500	35900	B
PLAZA DRIVE/SHIRK	4 LANES	16100	35900	C
SHIRK/AKERS	4 LANES	24800	35900	C
AKERS/DEMAREE	4 LANES	23600	35900	C
DEMAREE/MOONEY	4 LANES	25400	35900	C
MOONEY/DINUBA HWY	4 LANES	26000	35900	C
DINUBA HWY/BEN MADDOX	4 LANES	19700	35900	C
BEN MADDOX/LOVER'S LANE	4 LANES	6500	35900	B
ST. JOHNS PARKWAY				
RIGGIN/BEN MADDOX	4 LANES	7400	35900	B
BEN MADDOX/LOVERS LANE	4 LANES	4500	35900	B
HOUSTON				
LINWOOD/DEMAREE	4 LANES	16300	35900	C
DEMAREE/MOONEY	4 LANES	14200	35900	B
MOONEY/DINUBA	4 LANES	11900	35900	B
DINUBA/BEN MADDOX	4 LANES	14800	35900	B
BEN MADDOX/LOVER'S LANE	4 LANES	12100	35900	B
LOVER LANE/McAULIFF ROAD	4 LANES	10400	35900	B
McAULIFF/ROAD 148	4 LANES	10700	35900	B
GOSHEN				
ROAD 68/CAMP DRIVE	4 LANES	13900	35900	B
CAMP DRIVE/PLAZA DRIVE	4 LANES	25300	35900	C
PLAZA DRIVE/SHIRK	4 LANES	19900	35900	C
SHIRK/AKERS	4 LANES	25000	35900	C
AKERS/DEMAREE	4 LANES	25300	35900	C
DEMAREE/MOONEY	4 LANES	14000	35900	B
MOONEY/DIVISADERO	4 LANES	19800	35900	C

* See Figure IV-2 on Page IV-6

*City of Visalia
Circulation Element*

**TABLE D-2
YEAR 2020 SEGMENT LEVELS OF SERVICE - 1989 CIRCULATION ELEMENT
NO PROJECT ALTERNATIVE**

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
MINERAL KING				
AKERS/DEMAREE	2 LANES	3700	17800	B
DEMAREE/MOONEY	2 LANES	4600	17800	B
MOONEY/COURT-LOCUST	3 LANES	13600	35900	B
COURT-LOCUST/BEN MADDOX	3 LANES	13800	35900	B
BEN MADDOX/LOVERS LANE	3 LANES	7500	35900	B
LOVERS LANE/ROAD 152	2 LANES	6400	17800	B
NOBLE				
AKERS/DEMAREE	3 LANES	7700	35900	B
WOODLAND/MOONEY	3 LANES	7000	35900	B
MOONEY/COURT-LOCUST	3 LANES	9000	35900	B
COURT-LOCUST/BEN MADDOX	3 LANES	7900	35900	B
BEN MADDOX/LOVERS LANE	3 LANES	13600	35900	B
LOVERS LANE/McAULIFF ROAD	2 LANES	6100	17800	B
WALNUT				
SHIRK/AKERS	4 LANES	14800	35900	B
AKERS/DEMAREE	4 LANES	16100	35900	C
DEMAREE/MOONEY	4 LANES	18900	35900	C
MOONEY/COURT-LOCUST	4 LANES	23700	35900	C
COURT-LOCUST/BEN MADDOX	4 LANES	16200	35900	C
BEN MADDOX/LOVERS LANE	4 LANES	16900	35900	C
LOVERS LANE/ROAD 152	4 LANES	10400	35900	B
CALDWELL				
SR99/SHIRK	4 LANES	25300	35900	C
SHIRK/AKERS	4 LANES	19500	35900	C
AKERS/DEMAREE	4 LANES	24200	35900	C
DEMAREE/MOONEY	4 LANES (6 Lanes @ Mooney)	37300	35900	C
MOONEY/COURT-LOCUST	4 LANES (6 Lanes @ Mooney)	55800	35900	F
COURT-LOCUST/BEN MADDOX	4 LANES	45600	35900	D
BEN MADDOX/LOVERS LANE	4 LANES	33300	35900	D
LOVERS LANE/ROAD 152	4 LANES	23000	35900	C

* See Figure IV-2 on Page IV-6

*City of Visalia
Circulation Element*

TABLE D-2
YEAR 2020 SEGMENT LEVELS OF SERVICE - 1989 CIRCULATION ELEMENT
NO PROJECT ALTERNATIVE

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
AVE 276				
SHIRK/AKERS	2 LANES	300	17800	B
AKERS/DEMAREE	2 LANES	4600	17800	B
DEMAREE/MOONEY	2 LANES	8800	17800	C
MOONEY/COURT-LOCUST	2 LANES	4700	17800	B
COURT-LOCUST/BEN MADDOX	2 LANES	4900	17800	B
BEN MADDOX/LOVERS LANE	2 LANES	4800	17800	B
LOVERS LANE/ROAD 148	2 LANES	2700	17800	B
AVE 272				
SHIRK/AKERS	4 LANES	500	35900	B
AKERS/DEMAREE	4 LANES	2800	35900	B
DEMAREE/MOONEY	4 LANES	6300	35900	B
MOONEY/COURT	4 LANES	15300	35900	B
COURT/BEN MADDOX	4 LANES	11200	35900	B
BEN MADDOX/LOVERS LANE	4 LANES	10900	35900	B
LOVERS LANE/ROAD 152	4 LANES	5300	35900	B
ROAD 152/ROAD 156	N/A	N/A	35900	N/A
COLLECTORS				
ROAD 68				
AVE. 320/BETTY DRIVE	2 LANES	2700	15200	B
CAMP				
BETTY DRIVE/GOSHEN	2 LANES	10300	15200	C
GOSHEN/PLAZA	2 LANES	2200	15200	B
ROAD 72				
RIGGIN/GOSHEN	2 LANES	3900	15200	B
KELSEY STREET				
GOSHEN/SR 198	2 LANES	4700	15200	B
ROAD 88				
AVENUE 320/RIGGIN	2 LANES	600	15200	B
GOSHEN/SR 198	2 LANES	600	15200	B

* See Figure IV-2 on Page IV-6

City of Visalia
Circulation Element

TABLE D-2
YEAR 2020 SEGMENT LEVELS OF SERVICE - 1989 CIRCULATION ELEMENT
NO PROJECT ALTERNATIVE

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
ROEBEN ROAD				
AVE. 320/RIGGIN	2 LANES	1000	15200	B
SR 198/WALNUT	2 LANES	2000	15200	B
WALNUT/CALDWELL	2 LANES	3400	15200	B
CALDWELL/AVENUE 272	2 LANES	10000	15200	C
LINWOOD AVENUE				
AVENUE 320/RIGGIN	2 LANES	2900	15200	B
RIGGIN/FERGUSON	2 LANES	1400	15200	B
GOSHEN/SR 198	2 LANES	8200	15200	C
LINWOOD/CHINOWITH				
SR 198/WALNUT	2 LANES EACH	8800	30700	C
WALNUT/CALDWELL	2 LANES EACH	10000	30700	C
CALDWELL/AVENUE 272	2 LANES EACH	3200	30700	B
COUNTY CENTER				
AVENUE 320/RIGGIN	2 LANES	3600	15200	B
RIGGIN/HOUSTON	2 LANES	3600	15200	B
SR 198/WALNUT	2 LANES 1 CONT. LEFT	16900	15200	F
WALNUT/CALDWELL	2 LANES 1 CONT. LEFT	20200	15200	F
CALDWELL/AVENUE 272	2 LANES 1 CONT. LEFT	7500	15200	C
WOODLAND				
MAIN/WALNUT	2 LANES	12800	15200	C
DIVISADERO				
HOUSTON/GOSHEN	2 LANES	9800	15200	C
HALL				
HOUSTON/GOSHEN	2 LANES	11800	15200	C
GIDDINGS				
ROAD 316/RIGGIN	2 LANES	3300	15200	B
RIGGIN/HOUSTON	2 LANES	3700	15200	B
SR 198/WALNUT	2 LANES	10200	15200	C
WALNUT/WHITENDALE	2 LANES	6800	15200	C
CALDWELL/AVENUE 272	4 LANES	15600	30700	C

* See Figure IV-2 on Page IV-6

City of Visalia
Circulation Element

TABLE D-2
YEAR 2020 SEGMENT LEVELS OF SERVICE - 1989 CIRCULATION ELEMENT
NO PROJECT ALTERNATIVE

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
CONYER				
SR 198/TULARE	4 LANES	5100	30700	B
COURT				
RIGGIN/HOUSTON	2 LANES	3900	15200	B
HOUSTON/NE THIRD	2 LANES	7600	15200	C
SANTA FE				
HOUSTON/MURRAY	2 LANES	6300	15200	C
SR 198/WALNUT	2 LANES	17000	15200	F
WALNUT/CALDWELL	2 LANES	15700	15200	F
CALDWELL/AVENUE 272	2 LANES	4800	15200	B
BURKE				
AVENUE 320/AVENUE 316	2 LANES	600	15200	B
ST. JOHN'S PARKWAY/ HOUSTON	2 LANES	3600	15200	B
CAIN				
ST JOHN'S PARKWAY/HOUSTON	2 LANES	3100	15200	B
HOUSTON/MURRAY	2 LANES	3600	15200	B
MURRAY/SR 198	2 LANES	5800	15200	C
PINKHAM AVENUE				
SR 198/WALNUT	2 LANES	7900	15200	C
WALNUT/CALDWELL	2 LANES	8900	15200	C
CALDWELL/AVENUE 272	2 LANES	5600	15200	C
GODDARD				
ST JOHN'S PARKWAY/ HOUSTON	2 LANES	2400	15200	B
HOUSTON/GOSHEN	2 LANES	3700	15200	B
McAULIFF				
SR 198/WALNUT	2 LANES	4150	15200	B
WALNUT/CALDWELL	2 LANES	6100	15200	C
CALDWELL/AVENUE 272	2 LANES	3000	15200	B
VISTA				
AVENUE 320/RIGGIN	2 LANES	400	15200	B
ROAD 152				
SR 198/TULARE	2 LANES	600	15200	B

* See Figure IV-2 on Page IV-6

City of Visalia
Circulation Element

TABLE D-2
YEAR 2020 SEGMENT LEVELS OF SERVICE - 1989 CIRCULATION ELEMENT
NO PROJECT ALTERNATIVE

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
AVE 316/PRATT/RIVERWAY				
PLAZA DRIVE/SHIRK	2 LANES	600	15200	B
SHIRK/AKERS	2 LANES	1600	15200	B
AKERS/DEMAREE	2 LANES	3600	15200	B
DEMAREE/MOONEY	2 LANES	3000	15200	B
MOONEY/DINUBA HWY	2 LANES	1800	15200	B
DINUBA HWY/RIGGIN	2 LANES	3900	15200	B
ST JOHNS PKWY ALIGN/LOVERS LANE	2 LANES	1600	15200	B
LOVERS LANE/MCAULIFF	2 LANES	500	15200	B
MCAULIFF/ROAD 148	2 LANES	700	15200	B
AVENUE 320				
ROAD 68/PLAZA DRIVE	2 LANES	1200	15200	B
McAULIFF/ROAD 154	2 LANES	1400	15200	B
SUNNYVIEW				
KELSEY/ROEBEN ROAD	2 LANES	2700	15200	B
VINE/FERGUSON				
ROAD 68/ROAD 84	2 LANES	9900	15200	C
LINWOOD/DEMAREE	2 LANES	900	15200	B
DEMAREE/MOONEY	2 LANES	3200	15200	B
MOONEY/SANTA FE	2 LANES	4300	15200	B
DOE				
KELSEY/SHIRK	2 LANES	11500	15200	C
HURLEY/MURRAY				
PLAZA/SHIRK	2 LANES	3800	15200	B
SHIRK/AKERS	2 LANES	8500	15200	C
AKERS/LINWOOD	2 LANES	7100	15200	C
DIVISADERO/DINUBA	4 LANES	18300	30700	C
DINUBA/BEN MADDOX	4 LANES	12300	30700	C
BEN MADDOX/LOVERS LANE	4 LANES	5700	30700	B
LOVERS LANE/ROAD 148	2 LANES	1400	15200	B
ROAD 148/ROAD 152	2 LANES	3100	15200	B

* See Figure IV-2 on Page IV-6

**TABLE D-2
YEAR 2020 SEGMENT LEVELS OF SERVICE - 1989 CIRCULATION ELEMENT
NO PROJECT ALTERNATIVE**

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
GOSHEN				
LOVERS LANE/McAULIFF	2 LANES	6500	15200	C
CENTER				
GIDDINGS/COURT-LOCUST	3 LANES	9600	30700	B
COURT-LOCUST/SANTA FE	3 LANES	12400	30700	C
MAIN				
GIDDINGS/WILLIS	2 LANES	22800	15200	F
WILLIS/SANTA FE	2 LANES	9700	15200	C
SANTA FE/BEN MADDOX	2 LANES	16300	15200	F
ACEQUIA				
CONYER/SANTA FE	3 LANES	18200	30700	C
TULARE				
SHIRK/AKERS	2 LANES	9100	15200	C
AKERS/DEMAREE	2 LANES	9700	15200	C
DEMAREE/MOONEY	2 LANES 1 CONT. LEFT	13200	15200	C
MOONEY/COURT-LOCUST	2 LANES 1 CONT. LEFT	14200	15200	D
COURT-LOCUST/BEN MADDOX	2 LANES	12400	15200	C
BEN MADDOX/LOVERS LANE	2 LANES	7600	15200	C
LOVERS LANE/ROAD 152	2 LANES	2200	15200	B
WHITENDALE				
ROEBEN/AKERS	2 LANES	1500	15200	B
AKERS/DEMAREE	2 LANES	10000	15200	C
DEMAREE/MOONEY	2 LANES 1 CONT. LEFT	15300	15200	E
MOONEY/COURT	2 LANES 1 CONT. LEFT	13700	15200	C
SANTA FE/BEN MADDOX	2 LANES	9300	15200	C
BEN MADDOX/LOVERS LANE	2 LANES	8500	15200	C
LOVERS LANE/ROAD 152	2 LANES	6600	15200	C
AVE 274				
COUNTY CENTER/MOONEY	2 LANES	3300	15200	B
MOONEY/COURT	2 LANES	3400	15200	B

* See Figure IV-2 on Page IV-6

City of Visalia
Circulation Element

**TABLE D-2
YEAR 2020 SEGMENT LEVELS OF SERVICE - 1989 CIRCULATION ELEMENT
NO PROJECT ALTERNATIVE**

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
AVE 276				
CALDWELL/SHIRK	N/A	N/A	N/A	N/A
SHIRK/AKERS	2 LANES	300	15200	B
AKERS/DEMAREE	2 LANES	4600	15200	B
DEMAREE/MOONEY	2 LANES	8800	15200	C
MOONEY/COURT-LOCUST	2 LANES	4700	15200	B
COURT-LOCUST/BEN MADDOX	2 LANES	4900	15200	B
BEN MADDOX/LOVERS LANE	2 LANES	4800	15200	B
LOVERS LANE/ROAD 152	2 LANES	2700	15200	B
AVE 278				
COUNTY CENTER/MOONEY	2 LANES	7600	15200	C
MOONEY/COURT	2 LANES	19100	15200	F

* See Figure IV-2 on Page IV-6

TABLE D-3
YEAR 2020 SEGMENT LEVELS OF SERVICE -
1991 LAND USE ELEMENT CIRCULATION SYSTEM ALTERNATIVE

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
<i>FREEWAYS</i>				
STATE ROUTE 99				
BETTY DRIVE/AVE. 328	6 LANES	82500	101100	D
SR 198/BETTY DRIVE	6 LANES	82500	101100	D
CALDWELL/SR 198	6 LANES	82900	101100	D
AVE. 264/CALDWELL	6 LANES	81600	101100	D
STATE ROUTE 198				
ROAD 64/SR 99	4 LANES	18600	67400	A
SR 99/PLAZA DRIVE	4 LANES	41700	67400	C
PLAZA DRIVE/SHIRK	4 LANES	38800	67400	C
SHIRK/AKERS	4 LANES	44200	67400	C
AKERS/DEMAREE	4 LANES	47400	67400	C
DEMAREE/MOONEY	4 LANES	44500	67400	C
MOONEY/LOCUST-CENTER	4 LANES	49700	67400	C
COURT-LOCUST/BEN MADDOX	4 LANES	50700	67400	C
BEN MADDOX/LOVERS LANE	4 LANES	44500	67400	C
LOVERS LANE/McAULIFF	4 LANES	39900	67400	C
McAULIFF/ROAD 148	4 LANES	39900	67400	C
<i>MAJOR ARTERIALS</i>				
SHIRK (WEST VISALIA PARKWAY)				
RIGGIN/GOSHEN	4 LANES	2200	35900	B
GOSHEN/SR 198	4 LANES	22900	35900	C
SR 198/WALNUT	4 LANES	15200	35900	B
WALNUT/CALDWELL	4 LANES	17500	35900	C
CALDWELL/AVENUE 272	4 LANES	15000	35900	B
AVE 276 (SOUTH VISALIA PARKWAY)				
SHIRK/AKERS	4 LANES	14800	35900	B
AKERS/DEMAREE	4 LANES	16200	35900	C
DEMAREE/MOONEY	4 LANES	21200	35900	C
MOONEY/COURT	4 LANES	27900	35900	C
COURT/BEN MADDOX	4 LANES	33600	35900	D
BEN MADDOX/LOVERS LANE	4 LANES	29200	35900	C
LOVERS LANE/ROAD 148	4 LANES	21700	35900	C

* See Figure IV-3 on Page IV-8

City of Visalia
Circulation Element

TABLE D-3
YEAR 2020 SEGMENT LEVELS OF SERVICE -
1991 LAND USE ELEMENT CIRCULATION SYSTEM ALTERNATIVE

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
ROAD 148 (EAST VISALIA PARKWAY)				
SR 198/WALNUT	4 LANES	19900	35900	C
WALNUT/CALDWELL	4 LANES	18600	35900	C
CALDWELL/AVENUE 272	4 LANES	22300	35900	C
McAULIFF (EAST VISALIA PARKWAY)				
RIGGIN/HOUSTON	4 LANES	10300	35900	B
RIGGIN/BETTY (NO. VISALIA PARKWAY)				
SHIRK/AKERS	4 LANES	35700	35900	D
AKERS/DEMAREE	4 LANES	29600	35900	C
DEMAREE/MOONEY	4 LANES	26900	35900	C
MOONEY/DINUBA HWY	4 LANES	28400	35900	C
DINUBA HWY/BEN MADDOX	4 LANES	21800	35900	C
BEN MADDOX/ROAD 138(LOVER'S LANE)	4 LANES	9600	35900	B
ROAD 138/McAULIFF	4 LANES	11800	35900	B
MOONEY (SR63)				
MAIN/SR 198	4 LANES	23000	35900	C
SR 198/WALNUT	4 LANES	41000	35900	F
WALNUT/CALDWELL	4 LANES	51700	35900	F
CALDWELL/AVENUE 272	4 LANES	43200	35900	F
ARTERIALS				
PLAZA				
AVENUE 320/RIGGIN	4 LANES	13600	35900	B
RIGGIN/GOSHEN	4 LANES	25200	35900	C
GOSHEN/SR 198	4 LANES	33800	35900	D
SR 198/WALNUT	4 LANES	13900	35900	B
SHIRK				
AVENUE 320/RIGGIN	4 LANES	1800	35900	B
AKERS				
AVENUE 320/RIGGIN	4 LANES	8100	35900	B
RIGGIN/GOSHEN	4 LANES	13300	35900	B
GOSHEN/SR 198	4 LANES	23200	35900	C
SR 198/WALNUT	4 LANES	23600	35900	C
WALNUT/CALDWELL	4 LANES	12600	35900	B
CALDWELL/AVENUE 272	4 LANES	6200	35900	B

* See Figure IV-3 on Page IV-8

City of Visalia
Circulation Element

TABLE D-3
YEAR 2020 SEGMENT LEVELS OF SERVICE -
1991 LAND USE ELEMENT CIRCULATION SYSTEM ALTERNATIVE

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
DEMAREE				
AVENUE 320/RIGGIN	4 LANES	16500	35900	C
RIGGIN/HOUSTON	4 LANES	19200	35900	C
HOUSTON/SR 198	4 LANES	26400	35900	C
SR 198/WALNUT	4 LANES	21400	35900	C
WALNUT/CALDWELL	4 LANES	18900	35900	C
CALDWELL/AVENUE 272	4 LANES	14900	35900	B
MOONEY				
AVENUE 320/RIGGIN	4 LANES	11000	35900	B
RIGGIN/HOUSTON	4 LANES	16500	35900	C
HOUSTON/MURRAY	4 LANES	14700	35900	B
DINUBA (SR63)				
AVENUE 320/RIGGIN	4 LANES	16300	35900	C
RIGGIN/HOUSTON	4 LANES	23200	35900	C
NE 3RD/NW 2ND (SR63)				
NE THIRD/MURRAY	3 LANES EACH DIR	31400	54000	C
COURT				
SR 198/TULARE	3 LANES EACH DIR	36200	54000	E
TULARE/CALDWELL	4 LANES	30100	35900	C
CALDWELL/AVENUE 272	4 LANES	24900	35900	C
BEN MADDOX				
AVENUE 320/RIGGIN	4 LANES	12100	35900	B
RIGGIN/HOUSTON	4 LANES	17700	35900	C
HOUSTON/MURRAY	4 LANES	22300	35900	C
SR 198/WALNUT	4 LANES	24600	35900	C
WALNUT/CALDWELL	4 LANES	20800	35900	C
CALDWELL/AVENUE 272	4 LANES	8500	35900	B
LOVERS LANE				
AVENUE 320/RIGGIN	4 LANES	2700	35900	B
RIGGIN/HOUSTON	4 LANES	4100	35900	B
HOUSTON/SR 198	4 LANES	14000	35900	B
SR 198/WALNUT	4 LANES	9900	35900	B
WALNUT/CALDWELL	4 LANES	11900	35900	B
CALDWELL/AVENUE 272	4 LANES	19000	35900	C

* See Figure IV-3 on Page IV-8

City of Visalia
Circulation Element

**TABLE D-3
YEAR 2020 SEGMENT LEVELS OF SERVICE -
1991 LAND USE ELEMENT CIRCULATION SYSTEM ALTERNATIVE**

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
ROAD 148				
HOUSTON/GOSHEN	4 LANES	11200	35900	B
GOSHEN/SR 198	4 LANES	16500	35900	C
ROAD 152				
GOSHEN/SR 198	4 LANES	2800	35900	B
AVENUE 320				
PLAZA DRIVE/SHIRK	4 LANES	4100	35900	B
SHIRK/AKERS	4 LANES	2500	35900	B
AKERS/DEMAREE	4 LANES	5000	35900	B
DEMAREE/MOONEY	4 LANES	4100	35900	B
MOONEY/DINUBA HWY	4 LANES	4900	35900	B
DINUBA/BEN MADDOX	4 LANES	4000	35900	B
BEN MADDOX/LOVER'S LANE	4 LANES	2200	35900	B
LOVERS LANE/McAULIFF	4 LANES	1100	35900	B
McAULIFF/ROAD 154	4 LANES	1400	35900	B
McAULIFF				
AVENUE 320/RIGGIN	4 LANES	300	35900	B
RIGGIN AVE/BETTY DR				
SR 99/ROAD 68	4 LANES	20400	35900	C
ROAD 68/PLAZA DRIVE	4 LANES	14200	35900	B
PLAZA DRIVE/SHIRK	4 LANES	15500	35900	B
ST. JOHNS PARKWAY				
RIGGIN/BEN MADDOX	4 LANES	7200	35900	B
BEN MADDOX/LOVERS LANE	4 LANES	2600	35900	B
HOUSTON				
LINWOOD/DEMAREE	4 LANES	13400	35900	B
DEMAREE/MOONEY	4 LANES	13000	35900	B
MOONEY/DINUBA	4 LANES	12400	35900	B
DINUBA/BEN MADDOX	4 LANES	16200	35900	C
BEN MADDOX/LOVER'S LANE	4 LANES	11300	35900	B
ROAD 138/McAULIFF ROAD	4 LANES	9000	35900	B
McAULIFF/ROAD 148	4 LANES	9500	35900	B

* See Figure IV-3 on Page IV-8

TABLE D-3
YEAR 2020 SEGMENT LEVELS OF SERVICE -
1991 LAND USE ELEMENT CIRCULATION SYSTEM ALTERNATIVE

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
GOSHEN				
ROAD 68/CAMP DRIVE	4 LANES	14300	35900	B
CAMP DRIVE/PLAZA DRIVE	4 LANES	24800	35900	C
PLAZA DRIVE/SHIRK	4 LANES	22400	35900	C
SHIRK/AKERS	4 LANES	18300	35900	C
AKERS/DEMAREE	4 LANES	21500	35900	C
DEMAREE/MOONEY	4 LANES	13000	35900	B
MOONEY/DIVISADERO	4 LANES	19800	35900	C
ROAD 148/ROAD 158	4 LANES	2600	35900	B
MINERAL KING				
AKERS/DEMAREE	3 LANES	3400	35900	B
DEMAREE/MOONEY	3 LANES	3700	35900	B
MOONEY/COURT-LOCUST	3 LANES	7200	35900	B
COURT-LOCUST/BEN MADDOX	3 LANES	12000	35900	B
BEN MADDOX/LOVERS LANE	3 LANES	7200	35900	B
LOVERS LANE/ROAD 152	2 LANES	7100	17800	B
ROAD 152/ROAD 156	2 LANES	3100	17800	B
ROAD 156/ROAD 164	2 LANES	3200	17800	B
NOBLE				
AKERS/DEMAREE	3 LANES	6500	35900	B
WOODLAND/MOONEY	3 LANES	10100	35900	B
MOONEY/COURT-LOCUST	3 LANES	9600	35900	B
COURT-LOCUST/BEN MADDOX	3 LANES	7100	35900	B
BEN MADDOX/LOVERS LANE	3 LANES	12600	35900	B
LOVERS LANE/ROAD 152	2 LANES	7200	17800	B
ROAD 152/ROAD 156	2 LANES	2400	17800	B
WALNUT				
SHIRK/AKERS	4 LANES	15400	35900	B
AKERS/DEMAREE	4 LANES	17000	35900	C
DEMAREE/MOONEY	4 LANES	20300	35900	C
MOONEY/COURT-LOCUST	4 LANES	21100	35900	C
COURT-LOCUST/BEN MADDOX	4 LANES	17700	35900	C
BEN MADDOX/LOVERS LANE	4 LANES	15200	35900	B
LOVERS LANE/ROAD 152	4 LANES	7600	35900	B

* See Figure IV-3 on Page IV-8

City of Visalia
Circulation Element

**TABLE D-3
YEAR 2020 SEGMENT LEVELS OF SERVICE -
1991 LAND USE ELEMENT CIRCULATION SYSTEM ALTERNATIVE**

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
CALDWELL				
SR99/SHIRK	4 LANES	28400	35900	C
SHIRK/AKERS	4 LANES	19200	35900	C
AKERS/DEMAREE	4 LANES	30200	35900	C
DEMAREE/MOONEY	4 LANES (6 LANES @ MOONEY)	38500	35900	C
MOONEY/COURT-LOCUST	4 LANES (6 LANES @ MOONEY)	36700	35900	C
COURT-LOCUST/BEN MADDOX	4 LANES	32900	35900	D
BEN MADDOX/LOVERS LANE	4 LANES	20300	35900	C
LOVERS LANE/ROAD 152	4 LANES	13300	35900	B
AVE 276				
CALDWELL/SHIRK	4 LANES	17500	35900	C
AVE 272				
SHIRK/AKERS	4 LANES	100	35900	B
AKERS/DEMAREE	4 LANES	2900	35900	B
DEMAREE/MOONEY	4 LANES	6300	35900	B
MOONEY/COURT-LOCUST	4 LANES	12700	35900	B
COURT-LOCUST/BEN MADDOX	4 LANES	8400	35900	B
BEN MADDOX/LOVERS LANE	4 LANES	9000	35900	B
LOVERS LANE/ROAD 152	4 LANES	4200	35900	B
COLLECTORS				
ROAD 64				
SR 99/SR 198	2 LANES	6700	15200	C
SR198/ROAD 68	2 LANES	2500	15200	B
ROAD 6				
AVE. 320/BETTY DRIVE	2 LANES	2600	15200	B
GOSHEN/SR 198	2 LANES	2300	15200	B
SR 198/ROAD 64	2 LANES	2200	15200	B
ROAD 64/CALDWELL	2 LANES	4200	15200	B
CALDWELL/AVE. 264	2 LANES	2700	15200	B
CAMP				
BETTY DRIVE/GOSHEN	2 LANES	12200	15200	C
GOSHEN/PLAZA	2 LANES	2100	15200	B

* See Figure IV-3 on Page IV-8

*City of Visalia
Circulation Element*

**TABLE D-3
YEAR 2020 SEGMENT LEVELS OF SERVICE -
1991 LAND USE ELEMENT CIRCULATION SYSTEM ALTERNATIVE**

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
ROAD 72				
RIGGIN/GOSHEN	2 LANES	4200	15200	B
KELSEY				
RIGGIN/GOSHEN	2 LANES	9600	15200	C
GOSHEN/SR 198	2 LANES	7000	15200	C
ROAD 88				
AVENUE 320/RIGGIN	2 LANES	1600	15200	B
GOSHEN/SR 198	2 LANES	11300	15200	C
ROEBEN				
AVE. 320/RIGGIN	2 LANES	1800	15200	B
SR 198/WALNUT	2 LANES	3200	15200	B
WALNUT/CALDWELL	2 LANES	1700	15200	B
CALDWELL/AVENUE 272	2 LANES	800	15200	B
LINWOOD				
AVENUE 320/RIGGIN	2 LANES	4200	15200	B
RIGGIN/FERGUSON	2 LANES	2900	15200	B
CALDWELL/AVENUE 272	2 LANES EACH DIR	3800	15200	B
CHINOWTH				
GOSHEN/SR 198	2 LANES	8200	15200	C
SR 198/WALNUT	2 LANES EACH DIR	9300	15200	C
WALNUT/CALDWELL	2 LANES EACH DIR	7600	15200	C
COUNTY CENTER				
AVENUE 320/RIGGIN	2 LANES	5800	15200	C
RIGGIN/HOUSTON	2 LANES	4800	15200	B
SR 198/WALNUT	2 LANES 1 CONT. LEFT	12200	15200	C
WALNUT/CALDWELL	2 LANES 1 CONT. LEFT	15700	15200	F
CALDWELL/AVE 272	2 LANES 1 CONT. LEFT	5600	15200	C
WOODLAND				
MAIN/WALNUT	2 LANES	10200	15200	C
GIDDINGS				
ROAD 316/RIGGIN	2 LANES	8400	15200	C
RIGGIN/HOUSTON	2 LANES	6200	15200	C
SR 198/WALNUT	2 LANES	9300	15200	C
WALNUT/WHITENDALE	2 LANES	6200	15200	C

* See Figure IV-3 on Page IV-8

*City of Visalia
Circulation Element*

TABLE D-3
YEAR 2020 SEGMENT LEVELS OF SERVICE -
1991 LAND USE ELEMENT CIRCULATION SYSTEM ALTERNATIVE

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
CONYER				
SR 198/TULARE	2 LANES	3700	15200	B
COURT				
RIGGIN/HOUSTON	2 LANES	4200	15200	B
HOUSTON/NE THIRD	2 LANES	12200	15200	C
SANTA FE				
HOUSTON/MURRAY	2 LANES	6900	15200	C
SR 198/WALNUT	2 LANES	14200	15200	D
WALNUT/CALDWELL	2 LANES	14000	15200	D
CALDWELL/AVENUE 272	2 LANES	8200	15200	C
BURKE				
AVENUE 320/AVENUE 316	2 LANES	900	15200	B
ST. JOHN'S PARKWAY/ HOUSTON	2 LANES	3900	15200	B
CAIN				
ST JOHN'S PARKWAY/HOUSTON	2 LANES	1400	15200	B
HOUSTON/MURRAY	2 LANES	3500	15200	B
MURRAY/SR 198	2 LANES	5400	15200	C
PINKHAM				
SR 198/WALNUT	2 LANES	7800	15200	C
WALNUT/CALDWELL	2 LANES	8200	15200	C
CALDWELL/AVENUE 272	2 LANES	7200	15200	C
GODDARD				
ST JOHN'S PARKWAY/HOUSTON	2 LANES	1600	15200	B
HOUSTON/GOSHEN	2 LANES	3300	15200	B
VISTA				
AVENUE 320/RIGGIN	2 LANES	300	15200	B
McAULIFF				
SR 198/WALNUT	4 LANES	3600	30700	B
WALNUT/CALDWELL	4 LANES	3900	30700	B
CALDWELL/AVENUE 276	4 LANES	3600	30700	B
ROAD 152				
SR198/TULARE	2 LANES	1400	15200	B

* See Figure IV-3 on Page IV-8

*City of Visalia
Circulation Element*

**TABLE D-3
YEAR 2020 SEGMENT LEVELS OF SERVICE -
1991 LAND USE ELEMENT CIRCULATION SYSTEM ALTERNATIVE**

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
ROAD 154				
AVENUE 320/RIGGIN	4 LANES	200	30700	B
AVENUE 320				
ROAD 68/PLAZA DRIVE	2 LANES	1100	15200	B
AVE 316/PRATT/ RIVERWAY/AVE 316				
PLAZA DRIVE/SHIRK	2 LANES	500	15200	B
SHIRK/AKERS	2 LANES	1900	15200	B
AKERS/DEMAREE	2 LANES	3900	15200	B
DEMAREE/MOONEY	2 LANES	2200	15200	B
MOONEY/DINUBA HWY	2 LANES	2100	15200	B
DINUBA HWY/RIGGIN	2 LANES	4200	15200	B
ST JOHNS PKWY ALIGN/ LOVERS LANE	2 LANES	1300	15200	B
LOVERS LANE/MCAULIFF	2 LANES	300	15200	B
MCAULIFF/ROAD 150	2 LANES	500	15200	B
ROAD 150/ROAD 158	2 LANES	300	15200	B
SUNNYVIEW				
ROAD 84/SHIRK	2 LANES	1900	15200	B
VINE/FERGUSON				
CAMP/KELSEY	2 LANES	12300	15200	C
LINWOOD/DEMAREE	2 LANES	1600	15200	C
DEMAREE/MOONEY	2 LANES	32200	15200	B
MOONEY/SANTA FE	2 LANES	3600	15200	B
DOE				
KELSEY/SHIRK	2 LANES	15000	15200	D
HURLEY/MURRAY				
PLAZA/SHIRK	2 LANES	4200	15200	B
SHIRK/AKERS	2 LANES	7800	15200	C
AKERS/LINWOOD	2 LANES	5900	15200	C
DIVISADERO/DINUBA	4 LANES	18000	30700	F
DINUBA/BEN MADDOX	4 LANES	11300	30700	C
BEN MADDOX/LOVERS LANE	4 LANES	4900	30700	B
LOVERS LANE/ROAD 148	2 LANES	1900	15200	B
ROAD 148/ROAD 152	2 LANES	2600	15200	B

* See Figure IV-3 on Page IV-8

*City of Visalia
Circulation Element*

TABLE D-3
YEAR 2020 SEGMENT LEVELS OF SERVICE -
1991 LAND USE ELEMENT CIRCULATION SYSTEM ALTERNATIVE

STREET SEGMENT	CONFIGURATION	DAILY VOLUME	LOS C CAPACITY	LOS
TULARE				
SHIRK/AKERS	2 LANES	8400	15200	C
AKERS/DEMAREE	2 LANES	10000	15200	C
DEMAREE/MOONEY	2 LANES 1 CONT. LEFT	15400	15200	E
MOONEY/COURT-LOCUST	2 LANES 1 CONT. LEFT	12600	15200	C
COURT-LOCUST/BEN MADDOX	2 LANES	9000	15200	C
BEN MADDOX/LOVERS LANE	2 LANES	7900	15200	C
LOVERS LANE/ROAD 152	2 LANES	2300	15200	B
WHITENDALE				
ROEBEN/AKERS	2 LANES	1600	15200	B
AKERS/DEMAREE	2 LANES	7700	15200	C
DEMAREE/MOONEY	2 LANES 1 CONT. LEFT	15200	15200	E
MOONEY/COURT	2 LANES 1 CONT. LEFT	13700	15200	C
SANTA FE/BEN MADDOX	2 LANES	8400	15200	C
BEN MADDOX/LOVERS LANE	2 LANES	7700	15200	C
LOVERS LANE/ROAD 148	2 LANES	4000	15200	B
CALDWELL				
ROAD 68/SR 99	2 LANES	7300	15200	C
AVE 274				
COUNTY CENTER/MOONEY	2 LANES	1200	15200	B
MOONEY/COURT	2 LANES	6300	15200	C
AVE 276				
ROAD 148/ROAD 156	2 LANES	2600	15200	C
AVE 278				
COUNTY CENTER/MOONEY	2 LANES	5400	15200	C
MOONEY/COURT	2 LANES	16200	15200	F
AVE 320				
ROAD 68/PLAZA DRIVE	2 LANES	1100	15200	B

* See Figure IV-3 on Page IV-8

The following Table lists the Level of Service (LOS) identified for each roadway segment by facility type for the four Land Use/Circulation Alternatives --Project, 1991, 1989 and No-build. This information is derived from data found in the 1991 City of Visalia Land Use Element Update, EIR, and based upon recorded data collected in the field.

TABLE D-4 YEAR 2020 SEGMENT LEVELS OF SERVICE - ALTERNATIVES COMPARISON				
STREET SEGMENT	PROJECT Table V-1	1991 LUE Table D-3	NO PROJECT Table D-2	NO-BUILD Table D-1
FREEWAYS				
STATE ROUTE 99				
BETTY DRIVE/AVE. 328	D	D	D	F
SR 198/BETTY DRIVE	D	D	D	F
CALDWELL/SR 198	D	D	D	F
AVE. 264/CALDWELL	D	D	D	F
STATE ROUTE 198				
ROAD 64/SR 99	B	B	B	B
SR 99/PLAZA DRIVE	C	C	C	E
PLAZA DRIVE/SHIRK	C	C	D	F
SHIRK/AKERS	D	C	D	F
AKERS/DEMAREE	D	C	D	F
DEMAREE/MOONEY	D	C	D	F
MOONEY/LOCUST-CENTER	D	D	C	F
COURT-LOCUST/BEN MADDOX	D	D	D	F
BEN MADDOX/LOVERS LANE	C	C	D	C
LOVERS LANE/McAULIFF	C	C	D	B
McAULIFF/ROAD 148	B	C	C	B
ROAD 148/ROAD 156	B	N/A	N/A	B
ROAD 156/ROAD 164	N/A	N/A	N/A	A
MAJOR ARTERIALS				
SHIRK ROAD				
AVE 320/RIGGIN	A	N/A	A	N/A
RIGGIN/GOSHEN	B	B	A	N/A
GOSHEN/SR198	B	B	A	N/A
SR 198/WALNUT	B	C	C	B
WALNUT/CALDWELL	B	B	B	A
CALDWELL/AVENUE 276	A	C	(272) C	N/A

TABLE D-4
YEAR 2020 SEGMENT LEVELS OF SERVICE - ALTERNATIVES COMPARISON

STREET SEGMENT	PROJECT Table V-1	1991 LUE Table D-3	NO PROJECT Table D-2	NO-BUILD Table D-1
MOONEY BOULEVARD (SR 63)				
MAIN/SR 198	A	A	A	F
SR 198/WALNUT	E	D	E	F
WALNUT/CALDWELL	E	F	F	F
CALDWELL/AVENUE 272	E	E	F	F
ROAD 148				
SR 198/WALNUT	A	C	C	N/A
WALNUT/CALDWELL	B	C	C	N/A
CALDWELL/AVENUE 276	A	C	N/A	N/A
AVENUE 276/AVENUE 272	A	C	N/A	N/A
AVE 276				
SHIRK/AKERS	N/A	C	N/A	N/A
AKERS/DEMAREE	N/A	B	N/A	N/A
DEMAREE/MOONEY	A	C	N/A	N/A
MOONEY/COURT-LOCUST	A	C	N/A	N/A
COURT-LOCUST/BEN MADDOX	A	C	N/A	N/A
BEN MADDOX/LOVERS LANE	N/A	C	N/A	N/A
LOVERS LANE/ROAD 148	N/A	C	N/A	N/A
ARTERIALS				
PLAZA DRIVE				
AVENUE 320/RIGGIN	A	A	A	C
RIGGIN/GOSHEN	C	B	B	F
GOSHEN/HURLEY	C	F	F	F
HURLEY/SR 198	C	F	F	F
SR 198/WALNUT	A	B	B	A
SHIRK ROAD				
AVENUE 320/RIGGIN	A	A	A	N/A
RIGGIN/GOSHEN	B	N/A	A	A
GOSHEN/SR 198	B	N/A	A	F
AKERS ROAD				
AVENUE 320/RIGGIN	A	A	A	N/A
RIGGIN/GOSHEN	C	A	A	C
GOSHEN/SR 198	C	C	C	B

TABLE D-4
YEAR 2020 SEGMENT LEVELS OF SERVICE - ALTERNATIVES COMPARISON

STREET SEGMENT	PROJECT Table V-1	1991 LUE Table D-3	NO PROJECT Table D-2	NO-BUILD Table D-1
AKERS ROAD (CONTINUED)				
SR 198/WALNUT	C	C	C	D
WALNUT/CALDWELL	C	A	A	F
CALDWELL/AVENUE 272	A	A	A	N/A
DEMAREE ROAD				
AVENUE 320/RIGGIN	A	A	A	F
RIGGIN/HOUSTON	C	B	B	F
HOUSTON/SR 198	D	C	D	F
SR 198/WALNUT	C	C	C	D
WALNUT/CALDWELL	C	C	C	C
CALDWELL/AVENUE 276	C	A	A	F
AVENUE 276/AVENUE 272	B	N/A	N/A	F
MOONEY BOULEVARD				
AVENUE 320/RIGGIN	N/A	A	A	N/A
RIGGIN/HOUSTON	A	B	B	F
HOUSTON/MURRAY	A	A	A	F
DINUBA HIGHWAY (SR 63)				
AVENUE 320/RIGGIN	B	A	A	F
RIGGIN/HOUSTON	B	B	B	B
STONEBROOK AVENUE				
CALDWELL/AVENUE 272	A	N/A	N/A	N/A
NW THIRD/NW SECOND (SR 63)				
NE THIRD/MURRAY	B	C	C	D
COURT/LOCUST (SR 63)				
NW SECOND/COURT SO SR 198	B	N/A	C	C
COURT				
SO SR198/TULARE	C	C	N/A	C
TULARE/WALNUT	C	C	C	C
WALNUT/CALDWELL	C	C	C	E
CALDWELL/AVENUE 272	B	B	B	N/A

TABLE D-4 YEAR 2020 SEGMENT LEVELS OF SERVICE - ALTERNATIVES COMPARISON				
STREET SEGMENT	PROJECT Table V-1	1991 LUE Table D-3	NO PROJECT Table D-2	NO-BUILD Table D-1
BEN MADDOX WAY				
AVENUE 320/RIGGIN	A	A	A	F
RIGGIN/HOUSTON	B	B	B	A
HOUSTON/MURRAY	B	B	B	F
MURRAY/SR 198	C	N/A	N/A	N/A
SR198/WALNUT	C	C	C	C
WALNUT/CALDWELL	C	B	C	N/A
CALDWELL/AVENUE 272	A	A	A	N/A
LOVER'S LANE				
AVENUE 320/RIGGIN	N/A	A	A	N/A
RIGGIN/HOUSTON	A	A	A	N/A
HOUSTON (SR 216)/SR 198	C	B	B	C
SR 198/WALNUT	C	B	B	F
WALNUT/CALDWELL	C	B	C	F
CALDWELL/AVENUE 272	C	B	C	F
MCAULIFF ROAD				
AVE 320/RIGGIN	A	A	A	A
RIGGIN/HOUSTON	A	N/A	A	B
HOUSTON/MILL CREEK PKWY	A	N/A	N/A	N/A
MILL CREEK PKWY/SR 198	A	N/A	N/A	N/A
ROAD 148				
HOUSTON/GOSHEN	A	A	N/A	N/A
GOSHEN/SR 198	A	C	C	N/A
SR198/WALNUT	A	N/A	C	N/A
WALNUT/CALDWELL	B	N/A	C	N/A
CALDWELL/AVENUE 272	A	N/A	C	N/A
AVENUE 276/AVENUE 272	A	N/A	N/A	A
ROAD 152				
HOUSTON/SR 198	A	N/A	N/A	N/A
GOSHEN/SR198	N/A	A	A	N/A
AVENUE 320				
ROAD 68/PLAZA DRIVE	A	N/A	N/A	B
PLAZA DRIVE/SHIRK	A	A	A	B

TABLE D-4
YEAR 2020 SEGMENT LEVELS OF SERVICE - ALTERNATIVES COMPARISON

STREET SEGMENT	PROJECT Table V-1	1991 LUE Table D-3	NO PROJECT Table D-2	NO-BUILD Table D-1
AVENUE 320 (CONTINUED)				
SHIRK/AKERS	A	A	A	B
AKERS/DEMAREE	A	A	A	B
DEMAREE/MOONEY	C	C	C	N/A
MOONEY/DINUBA HWY	B	B	B	N/A
DINUBA/BEN MADDOX	B	B	B	N/A
BEN MADDOX/LOVERS LANE	A	A	A	A
LOVERS LANE/McAULIFF	A	A	A	A
McAULIFF/ROAD 154	N/A	A	N/A	N/A
RIGGIN AVE./BETTY DR.				
SR 99/ROAD 68	B	C	C	F
ROAD 68/PLAZA DRIVE	B	A	A	E
PLAZA DRIVE/SHIRK	A	A	A	F
SHIRK/AKERS	C	N/A	C	F
AKERS/DEMAREE	C	N/A	C	F
DEMAREE/MOONEY	C	N/A	C	F
MOONEY/DINUBA HWY	D	N/A	C	F
DINUBA HWY/BEN MADDOX	A	N/A	B	N/A
BEN MADDOX/LOVERS LANE	A	N/A	A	N/A
LOVERS LANE/McAULIFF	A	N/A	N/A	N/A
McAULIFF/ROAD 148	A	N/A	N/A	N/A
ST. JOHNS PARKWAY				
RIGGIN/BEN MADDOX	N/A	A	A	N/A
SANTA FE/BEN MADDOX	B	N/A	N/A	N/A
BEN MADDOX/LOVERS LANE	A	A	A	N/A
HOUSTON AVENUE				
LINWOOD/DEMAREE	B	B	B	B
DEMAREE/MOONEY	B	B	B	B
MOONEY/DINUBA	D	D	D	E
DINUBA/BEN MADDOX	C	C	C	F
BEN MADDOX/LOVER'S LANE	C	C	C	F
LOVER'S LANE (SR 216)/McAULIFF ROAD	D	B	C	F
McAULIFF/ROAD 148	B	B	C	C

TABLE D-4
YEAR 2020 SEGMENT LEVELS OF SERVICE - ALTERNATIVES COMPARISON

STREET SEGMENT	PROJECT Table V-1	1991 LUE Table D-3	NO PROJECT Table D-2	NO-BUILD Table D-1
GOSHEN AVENUE				
ROAD 68/CAMP DRIVE	A	A	A	B
CAMP DRIVE/PLAZA DRIVE	B	B	B	F
PLAZA DRIVE/SHIRK	C	C	C	F
SHIRK/AKERS	B	B	B	F
AKERS/DEMAREE	C	B	B	F
DEMAREE/MOONEY	B	A	A	F
MOONEY/DIVISADERO	C	C	C	F
ROAD 148/ROAD 158	N/A	A	N/A	N/A
MURRAY				
DIVISADERO/DINUBA	A	N/A	C	N/A
DINUBA/BEN MADDOX	A	N/A	A	D
BEN MADDOX/LOVERS LANE	A	N/A	B	C
CENTER				
GIDDINGS/COURT-LOCUST	A	N/A	N/A	A
COURT-LOCUST/SANTA FE	A	N/A	N/A	A
ACEQUIA				
CONYER/SANTA FE	A	N/A	N/A	C
WALNUT				
SHIRK/AKERS	B	B	B	C
AKERS/DEMAREE	D	C	C	C
DEMAREE/MOONEY	D	D	D	D
MOONEY/COURT-LOCUST	D	D	D	D
COURT-LOCUST/BEN MADDOX	C	C	B	C
BEN MADDOX/LOVERS LANE	D	C	C	C
LOVERS LANE/ROAD 152	A	A	A	F
CALDWELL				
SR99/SHIRK	C	B	B	F
SHIRK/AKERS	C	A	A	F
AKERS/DEMAREE	E	E	D	F
DEMAREE/MOONEY	E	F	F	F
MOONEY/COURT-LOCUST	E	F	F	F
COURT-LOCUST/BEN MADDOX	E	F	F	F

TABLE D-4 YEAR 2020 SEGMENT LEVELS OF SERVICE - ALTERNATIVES COMPARISON				
STREET SEGMENT	PROJECT Table V-1	1991 LUE Table D-3	NO PROJECT Table D-2	NO-BUILD Table D-1
CALDWELL (CONTINUED)				
BEN MADDOX/LOVERS LANE	C	B	D	F
LOVERS LANE/ROAD 152	C	A	B	F
AVE 272				
SHIRK/AKERS	A	A	A	N/A
AKERS/DEMAREE	A	A	A	N/A
DEMAREE/MOONEY	B	A	A	N/A
MOONEY/COURT	D	A	A	A
COURT/BEN MADDOX	N/A	A	A	N/A
BEN MADDOX/LOVERS LANE	A	A	A	A
LOVERS LANE/ROAD 152	A	A	A	A
COLLECTORS				
ROAD 68				
GOSHEN/SR 198	N/A	A	N/A	N/A
SR198/ROAD 64	N/A	A	N/A	N/A
ROAD 64/CALDWELL	N/A	A	N/A	N/A
CALDWELL/AVENUE 264	N/A	A	N/A	N/A
CAMP DRIVE				
BETTY DRIVE/GOSHEN	A	B	A	F
GOSHEN/PLAZA ALIGNMENT	A	A	A	F
ROAD 72				
RIGGIN/GOSHEN	A	A	A	N/A
ROAD 76				
RIGGIN/GOSHEN	B	N/A	N/A	C
GOSHEN/CAMP DRIVE	B	N/A	N/A	C
KELSEY				
RIGGIN/GOSHEN	B	A	N/A	N/A
GOSHEN/SR 198	A	N/A	N/A	A
ROAD 88				
AVENUE 320/RIGGIN	A	A	A	N/A
GOSHEN/SR 198	A	A	A	N/A

TABLE D-4
YEAR 2020 SEGMENT LEVELS OF SERVICE - ALTERNATIVES COMPARISON

STREET SEGMENT	PROJECT Table V-1	1991 LUE Table D-3	NO PROJECT Table D-2	NO-BUILD Table D-1
ROEBEN ROAD				
AVE. 320/RIGGIN	A	A	A	N/A
SR 198/WALNUT	A	A	A	A
WALNUT/CALDWELL	A	A	A	N/A
CALDWELL/AVENUE 272	A	A	A	N/A
LINWOOD AVENUE				
AVENUE 320/RIGGIN	A	A	A	N/A
RIGGIN/HOUSTON	A	N/A	N/A	N/A
RIGGIN/FERGUSON	N/A	A	A	N/A
GOSHEN/SR 198	N/A	N/A	A	N/A
CALDWELL/AVENUE 272	C	A	N/A	N/A
CHINOWITH				
GOSHEN/SR 198	B	A	N/A	N/A
SR 198/WALNUT	C	A	A	A
WALNUT/CALDWELL	C	A	A	A
CALDWELL/AVENUE 272	A	N/A	A	N/A
COUNTY CENTER DRIVE				
AVENUE 320/RIGGIN	A	A	A	N/A
RIGGIN/HOUSTON	A	B	A	N/A
SR 198/WALNUT	B	C	E	C
WALNUT/CALDWELL	B	C	F	C
CALDWELL/AVENUE 272	A	A	A	N/A
WOODLAND DRIVE				
NOBLE/WALNUT	B	D	F	A
DIVISADERO				
HOUSTON/GOSHEN	E	N/A	E	E
HALL				
HOUSTON/GOSHEN	N/A	N/A	E	E
GIDDINGS AVENUE				
AVENUE 316/RIGGIN	A	A	A	N/A
RIGGIN/HOUSTON	A	B	B	B
MURRAY/SR 198	B	N/A	N/A	C
SR 198/WALNUT	B	E	E	F

TABLE D-4
YEAR 2020 SEGMENT LEVELS OF SERVICE - ALTERNATIVES COMPARISON

STREET SEGMENT	PROJECT Table V-1	1991 LUE Table D-3	NO PROJECT Table D-2	NO-BUILD Table D-1
GIDDINGS AVENUE (CONTINUED)				
WALNUT/WHITENDALE	C	C	C	C
CALDWELL/AVENUE 272	N/A	N/A	A	N/A
STONEBROOK AVENUE				
CALDWELL/AVENUE 276	A	N/A	N/A	N/A
CONYER AVENUE				
MAIN/SR 198	B	N/A	N/A	B
SR 198/WALNUT	B	N/A	N/A	N/A
SR 198/TULARE	N/A	C	C	N/A
WILLIS				
HOUSTON/MURRAY	D	N/A	N/A	C
MURRAY/MINERAL KING	D	N/A	N/A	F
COURT				
AVENUE 313/HOUSTON	B	N/A	N/A	N/A
RIGGIN/HOUSTON	N/A	B	B	N/A
HOUSTON/NE THIRD	B	C	B	A
SANTA FE AVENUE				
AVENUE 313/HOUSTON	A	N/A	N/A	N/A
HOUSTON/MURRAY	A	E	C	N/A
MURRAY/SR 198	A			
SR 198/WALNUT	A	E	F	F
WALNUT/CALDWELL	A	B	F	F
CALDWELL/AVENUE 272	A	B	C	N/A
BURKE STREET				
AVENUE 320/AVENUE 313	A	(AVE 316) B	(AVE 316) B	N/A
ST. JOHN'S PARKWAY/HOUSTON	B	B	B	N/A
CAIN STREET				
ST JOHN'S PARKWAY/HOUSTON	B	B	C	N/A
HOUSTON/MURRAY	B	C	B	N/A
MURRAY/SR 198	B	A	A	N/A
PINKHAM AVENUE				
SR 198/WALNUT	B	C	B	N/A
WALNUT/CALDWELL	B	B	B	N/A
CALDWELL/AVENUE 272	B	A	A	N/A

TABLE D-4 YEAR 2020 SEGMENT LEVELS OF SERVICE - ALTERNATIVES COMPARISON				
STREET SEGMENT	PROJECT Table V-1	1991 LUE Table D-3	NO PROJECT Table D-2	NO-BUILD Table D-1
GODDARD STREET				
ST JOHN'S PKWY/GOSHEN	B	B	B	N/A
GOSHEN/HOUSTON	B	B	B	N/A
VISTA AVENUE				
AVENUE 320/RIGGIN	B	B	B	N/A
McAULIFF ROAD				
SR 198/WALNUT	B	A	A	N/A
WALNUT/CALDWELL	B	A	A	F
CALDWELL/AVENUE 272	B	(276) A	A	A
ROAD 152				
198/TULARE	A	A	A	A
AVE. 316/PRATT/RIVERWAY				
PLAZA DRIVE/SHIRK	A	B	B	N/A
SHIRK/AKERS	A	A	A	N/A
AKERS/DEMAREE	A	A	A	N/A
DEMAREE/MOONEY	A	B	B	N/A
MOONEY/DINUBA HWY	A	B	B	N/A
DINUBA HWY/RIGGIN	N/A	A	A	N/A
ST JOHN'S/LOVERS LN	N/A	A	A	N/A
LOVERS LN/McAULIFF	N/A	A	A	N/A
McAULIFF/ROAD 148	N/A	A	A	N/A
ROAD 148/ROAD 158	N/A	A	N/A	N/A
RIGGIN AVENUE				
BEN MADDOX/LOVER'S LANE	A	N/A	N/A	N/A
ROAD 138/McAULIFF	A	N/A	N/A	N/A
McAULIFF/ROAD 148	A	N/A	N/A	N/A
VINE/FERGUSON				
CAMP/KELSEY	B	B	C	B
ROEBEN/LINWOOD	B	N/A	N/A	B
LINWOOD/DEMAREE	B	B	B	B
DEMAREE/MOONEY	B	B	B	B
MOONEY/SANTA FE	B	B	B	B

TABLE D-4 YEAR 2020 SEGMENT LEVELS OF SERVICE - ALTERNATIVES COMPARISON				
STREET SEGMENT	PROJECT Table V-1	1991 LUE Table D-3	NO PROJECT Table D-2	NO-BUILD Table D-1
DOE				
KELSEY/SHIRK	B	F	F	C/F
SHIRK/AKERS	C	N/A	N/A	C
HURLEY				
ROAD 76/PLAZA DRIVE	B	N/A	N/A	B
PLAZA/SHIRK	B	B	B	B
SHIRK/AKERS	B	B	B	B
AKERS/CHINOWTH	B	N/A	N/A	B
CENTER				
GIDDINGS/COURT-LOCUST	N/A	N/A	A	N/A
COURT-LOCUST/SANTA FE	N/A	N/A	A	N/A
SANTA FE/BEN MADDOX	B	N/A	N/A	B
MAIN				
GIDDINGS/WILLIS	B	N/A	F	F
WILLIS/SANTA FE	A	N/A	B	A
SANTA FE/BEN MADDOX	B	N/A	C	B
ACEQUIA				
SANTA FE/BEN MADDOX	B	N/A	C	B
MINERAL KING				
AKERS/DEMAREE	B	N/A	N/A	A
DEMAREE/MOONEY	A	N/A	N/A	A
MOONEY/WILLIS	A	N/A	N/A	A
WILLIS/SANTA FE	A	N/A	N/A	A
SANTA FE/BEN MADDOX	B	N/A	N/A	A
BEN MADDOX/LOVERS LANE	A	N/A	N/A	A
LOVERS LANE/MCAULIFF	B	N/A	N/A	A
NOBLE				
AKERS/DEMAREE	B	N/A	N/A	A
DEMAREE/MOONEY	A	N/A	N/A	A
MOONEY/WILLIS	A	N/A	N/A	A
WILLIS/SANTA FE	B	N/A	N/A	B
SANTA FE/BEN MADDOX	B	N/A	N/A	A
BEN MADDOX/LOVERS LANE	B	N/A	N/A	A
LOVERS LANE/MCAULIFF	B	N/A	N/A	A

TABLE D-4
YEAR 2020 SEGMENT LEVELS OF SERVICE - ALTERNATIVES COMPARISON

STREET SEGMENT	PROJECT Table V-1	1991 LUE Table D-3	NO PROJECT Table D-2	NO-BUILD Table D-1
TULARE				
SHIRK/AKERS	C	C	C	C
AKERS/DEMAREE	D	E	E	D
DEMAREE/MOONEY	C	D	C	C
MOONEY/COURT-LOCUST	C	C	C	C
COURT-LOCUST/BEN MADDOX	D	E	C	F/E
BEN MADDOX/LOVERS LANE	C	B	B	C
LOVERS LANE/ROAD 152	B	B	B	B
ROAD 152/ROAD 156	B	N/A	N/A	B
WALNUT AVENUE				
ROAD 152/ROAD 156	B	N/A	N/A	B
WHITENDALE				
ROEBEN/AKERS	N/A	A	B	N/A
SHIRK/AKERS	B	N/A	N/A	N/A
AKERS/DEMAREE	B	C	E	D
DEMAREE/MOONEY	C	C	C	C
MOONEY/COURT	B	C	C	C
SANTA FE/BEN MADDOX	B	C	C	D
BEN MADDOX/LOVERS LANE	B	C	C	B
LOVERS LN/ROAD 148	A	A	A	N/A
CALDWELL AVENUE				
ROAD 148/ROAD 156	A	N/A	B	A
ROAD 68/SR99	B	B	N/A	N/A
AVE. 278				
COUNTY CENTER/MOONEY	B	A	A	B
MOONEY/COURT	D	D	F	B
AVE. 274				
COUNTY CENTER/MOONEY	B	A	A	B
MOONEY/COURT	C	A	A	B

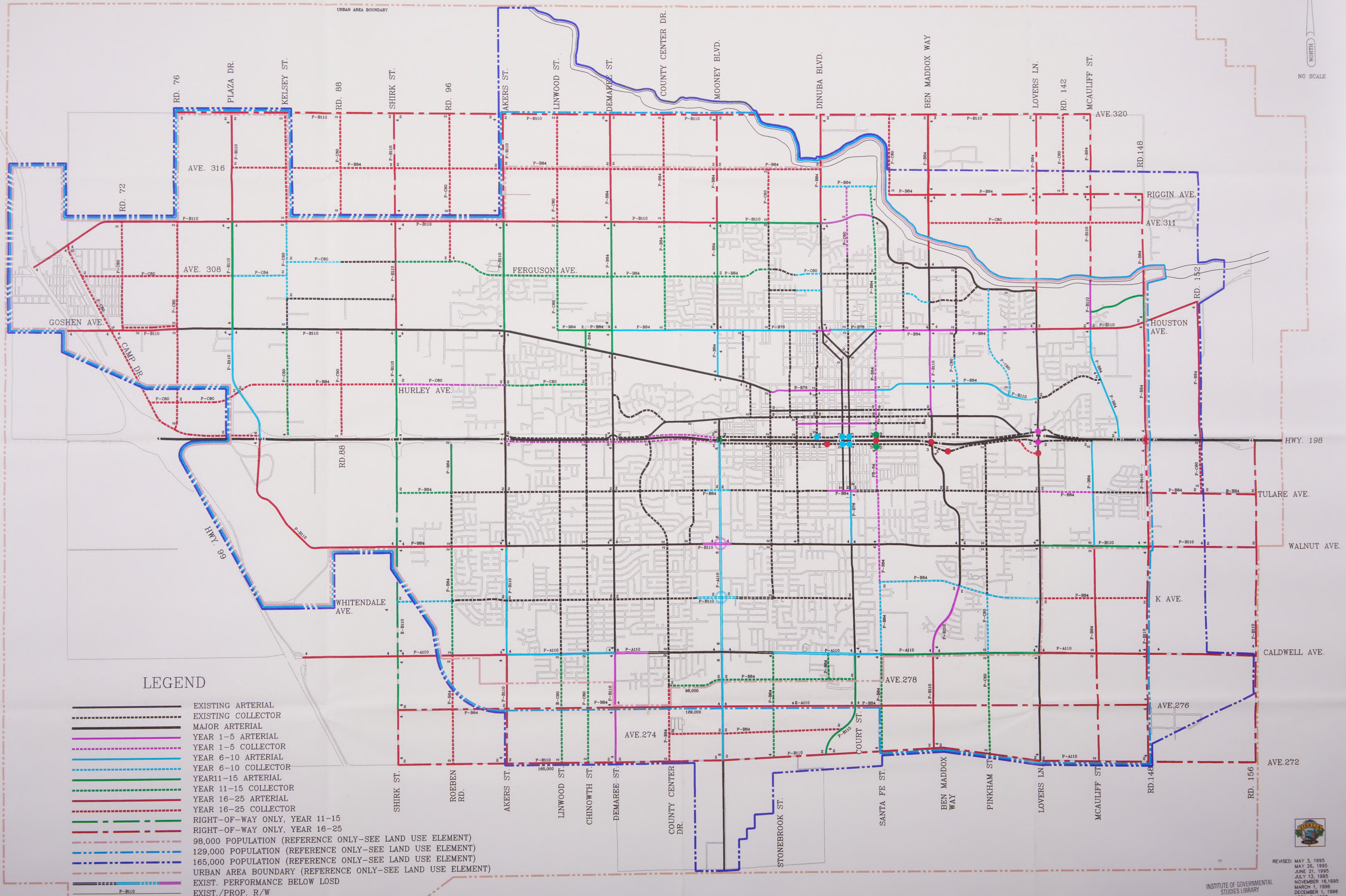
Appendix E

Abbreviations Used in the Circulation Element

AADT	-	Average Annual Daily Traffic	PBID	-	Property Based Improvement District
AIP	-	Airport Improvement Program	RTIP	-	Regional Transportation Improvement Program
AT&SF	-	Atchison, Topeka, & Santa Fe	RTP	-	Regional Transportation Plan
AVR	-	Average Vehicle Ridership	SJVUAPCD	-	San Joaquin Valley Unified Air Pollution Control District
CAAP	-	California Aid to Airports Program	SR	-	State Route
CBD	-	Central Business District	STA	-	State Transit Administration
CDBG	-	Community Development Block Grant	STIP	-	State Transportation Improvement Program
CEQA	-	California Environmental Quality Act	STP	-	Surface Transportation Fund
CIP	-	Capitol Improvement Program	TAC	-	Technical Advisory Committee
CMP	-	Congestion Management Program	TAZ	-	Traffic Analysis Zone
CTC	-	California Transportation Commission	TCAG	-	Tulare County Association of Governments
DOT	-	Department of Transportation	TCM	-	Traffic Control Measures
FCR	-	Flexible Congestion Relief	TDA	-	Transportation Development Act
FDOT	-	Florida Department of Transportation	TDM	-	Transportation Demand Management
FHWA	-	Federal Highway Administration	TIP	-	Transportation Improvement Program
FTA	-	Federal Transit Administration	TMA	-	Transportation Management Agency
HCM	-	Highway Capacity Manual	TPA	-	Transportation Planning Agency
HCS	-	Highway Capacity Software	TSM	-	Transportation System Management
HUD	-	Housing and Urban Development	UAB	-	Urban Area Boundary
ISTEA	-	Intermodal Surface Transportation Efficiency Act	VCC	-	Visalia City Coach
LOS	-	Level of Service			
LTF	-	Local Transportation Funds			
LUE	-	Land Use Element			
MPH	-	Miles Per Hour			

CITY OF VISALIA

CIRCULATION ELEMENT PROJECT



REVISED: MAY 3, 1995
 MAY 26, 1995
 JUNE 21, 1995
 JULY 13, 1995
 NOVEMBER 16, 1995
 MARCH 1, 1996
 DECEMBER 1, 1996

INSTITUTE OF GOVERNMENTAL
 STUDIES LIBRARY

